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Vol. CCVII, No. 2701
NOVEMBER 17, 1951

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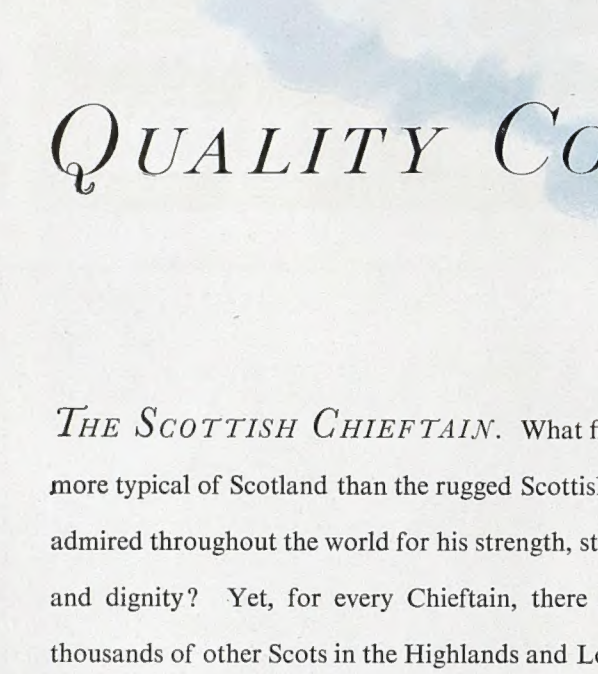

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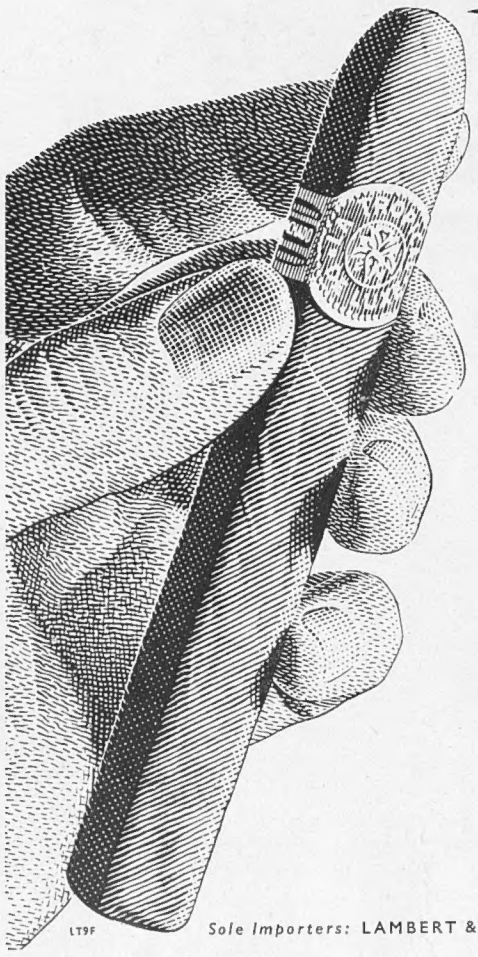

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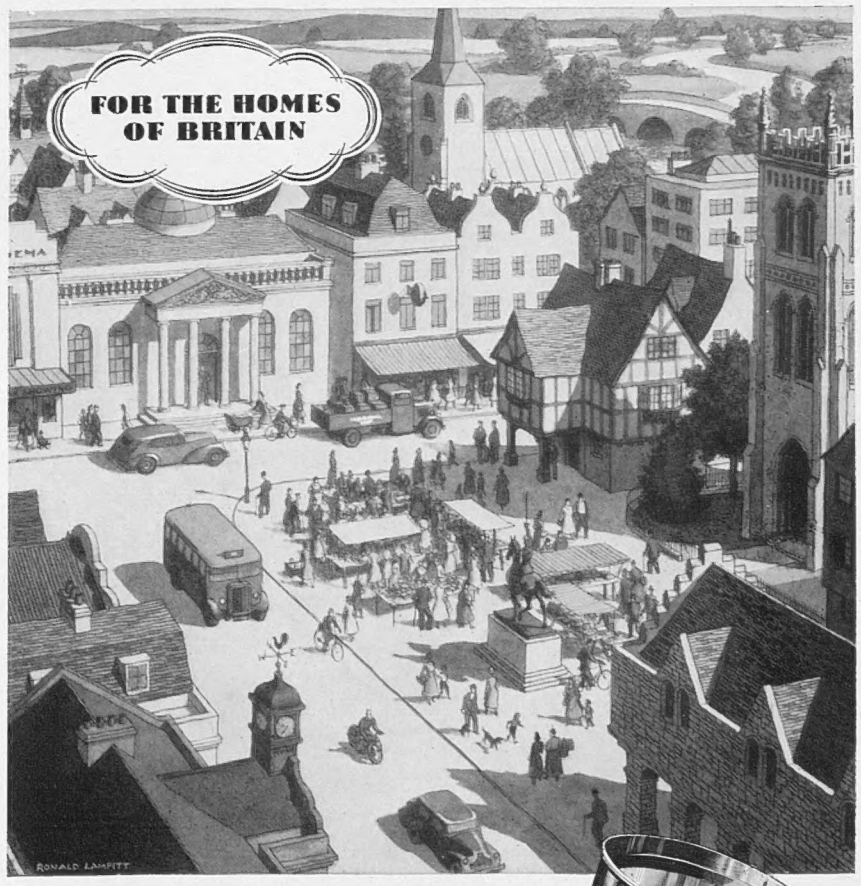

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Volume CCVII No. 2701 The SPHERE, London, November 17, 1951

The SPHERE
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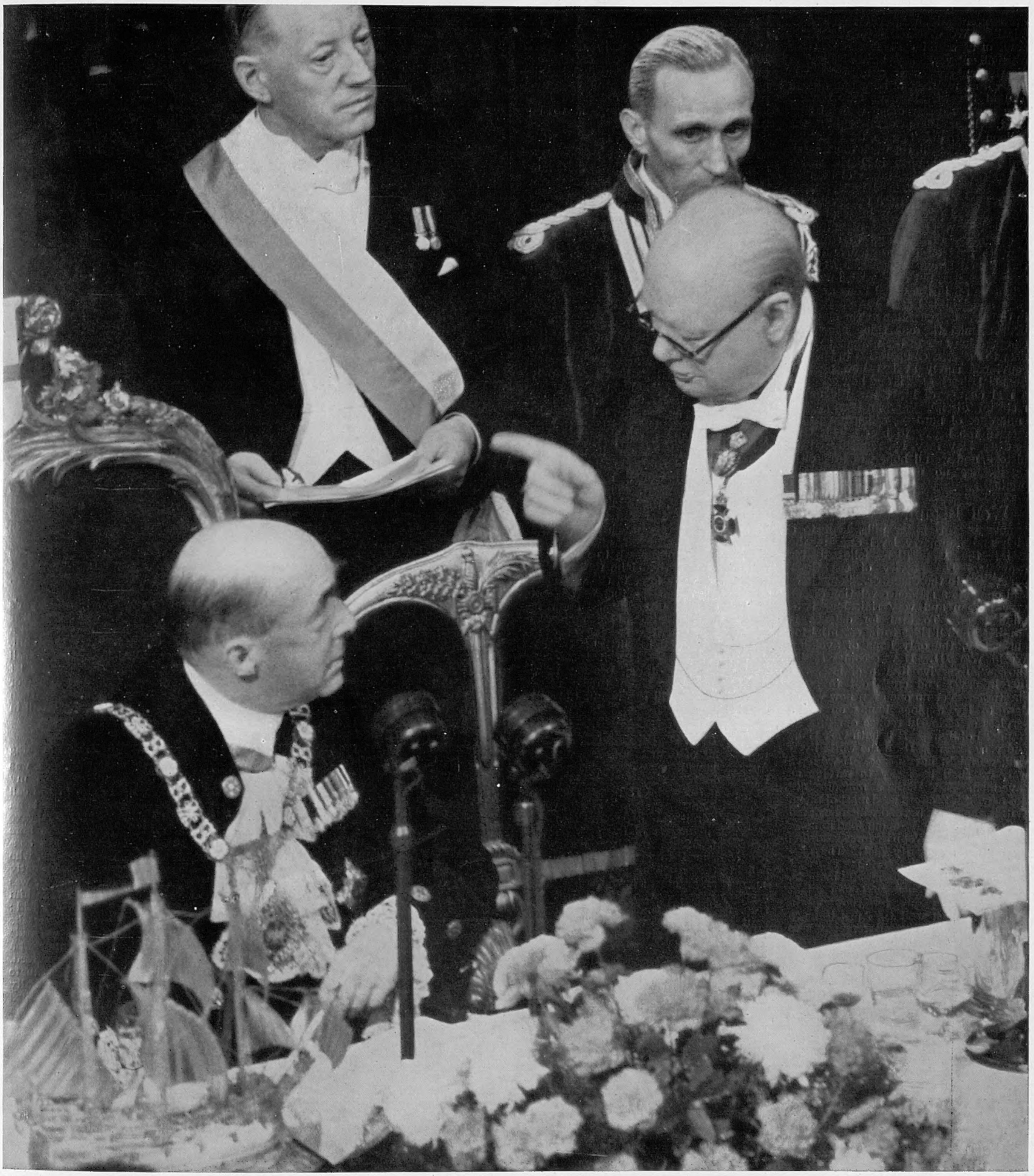
THE EMPIRE'S ILLUSTRATED WEEKLY



FROM THE CITY OF LONDON MR. WINSTON CHURCHILL SPEAKS TO THE NATION—THE PRIME MINISTER IS SEEN TURNING TO THE NEW LORD MAYOR, SIR LESLIE BOYCE, DURING THE COURSE OF HIS SPEECH AT THE GUILDHALL BANQUET ON THE EVENING OF SIR LESLIE'S INAUGURATION: Mr. Churchill told the distinguished gathering present and his vast radio audience that all that the people of the world asked from their rulers was to be enabled to build their homes in peace, freedom and the hope of better times for the young.

The traditional Lord Mayor's Banquet took place last week amid traditional splendour in the Guildhall of the City of London, and was made memorable in part by the fact that the new Lord Mayor, Sir Leslie Boyce, is an Australian and by the presence of Mr. Winston Churchill, who responded to the toast of His Majesty's Ministers. The main foundation of peace, declared Mr. Churchill, was the sacrifice and exertions being made by the United States to deter Communist aggression. He was anxious, he said, that Britain should also play her full part, but the revival of her influence in the world depended upon the re-establishment of her economic and financial solvency. He hoped that the nation would give the Government its ungrudging aid on all matters of national import. Then "we may feel in two or three years' time that we stand erect again—calm, resolute and independent."

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A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

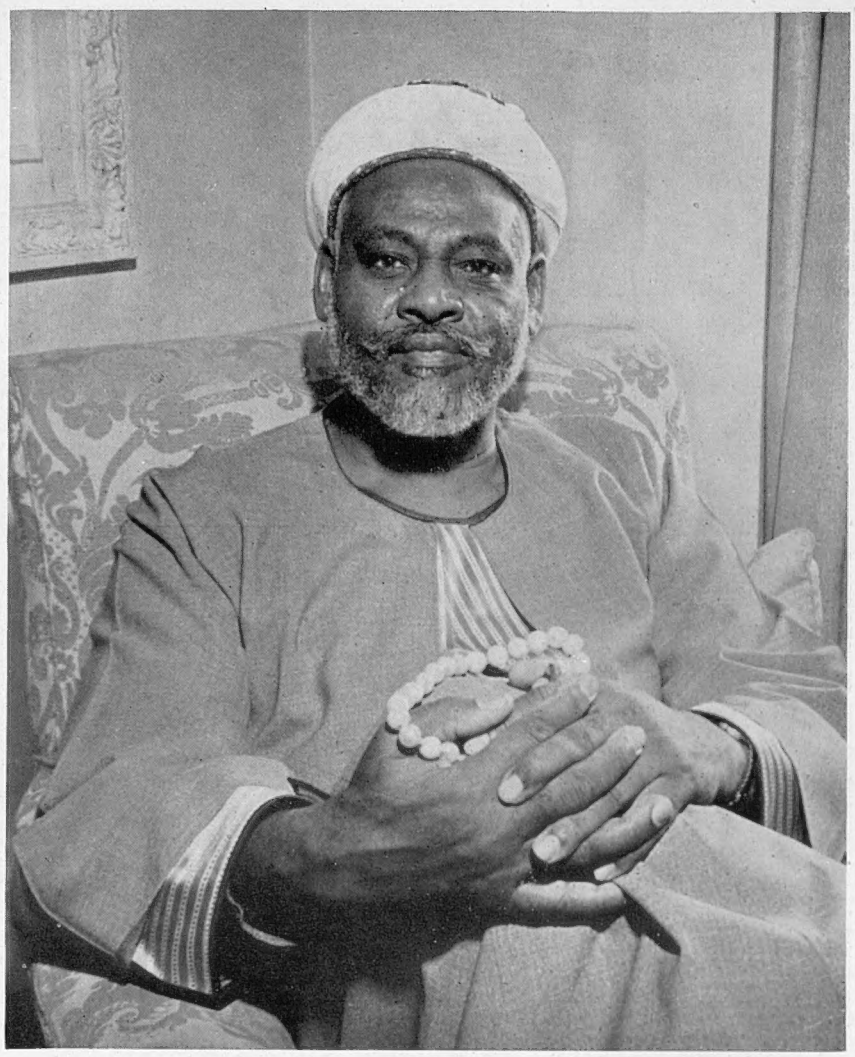
Fateful Week.—The working week which began on Guy Fawkes Day was perhaps as fateful as any since 1945; and during those years the word has lost much of its strength. Familiarity with fatefulness has bred in us, if not contempt, at least a certain calm. Fatefulness is all. We go from crisis to crisis, and we can even charge our memories with weeks when things looked even worse politically, militarily and economically. We were not born yesterday. Some of us were born before 1914, since when all our yesterdays have flirted with disaster and often come out of the tangle still with a remnant of hope and a good deal of honour. Perhaps Guy Fawkes Day has a happier omen than at first sight. It recalls a damp squib, the balloon which *didn't* go up, the explosion which failed. Still, the week was fateful. Things might happen in Paris, which might revive fainting hopes of an ultimate settlement. The King's Speech was released by the Lord Chancellor on Tuesday and gave some hints of what the new Government was planning for our military defence and to stop the gaps to fend off bankruptcy and save the pound from collapse. At any moment, lesser, but dangerous, fireworks might go off in the Canal Zone and the Near and Middle East. Fireworks were in the air. Co-operation at the eleventh hour seemed the one thing necessary, co-operation among the nations so very near to disaster, co-operation in Britain, convinced surely at last how near to financial disaster she is and how essential a real change of heart towards unity, restraint, discipline and an even greater endurance of burdens, which have long seemed too heavy to bear. This Guy Fawkes Day may be remembered in history, and we all hope will take on a significance no more fatal than the original.

Well Begun.—Mr. Butler, in announcing his bitter pills, kept to a high and non-party level and, in the main, the Opposition followed his example. The gravity of the times penetrated to the Chamber. Sometimes still one gets a sudden revelation of our very human and very ridiculous two-mindedness. To arm for defence is admitted on all sides to be essential for our safety, the only hope of avoiding World War III. If war comes again, those who survive it, win or lose, will live in caves and creep out to gnaw chestnuts. Yet no one even now would dare to lay unpious hands on social services or seriously reduce our present standard of living. It is both very right and very absurd. If all the world lived well, we might have peace. If we have war, we shall be lucky to survive as cave-men. Mr. Butler's remedies are not new. Sir Stafford used most of them. Within the limits beyond which he dared not go, he laid hands on our food imports and consoled Mr. Webb by foreshadowing a still more austerity diet. The axe-stroke which most interests me was that laid to the root of departmental budgets. The Socialists argued that you might prune in that way a few thousands a year. We must wait till April to learn whether a Tory Chancellor manages to retrench £100,000,000 or more from those sources. I believe he will find a substantial saving. If he does, he will score a great point for the Conservatives. And, if he does something to reduce local government squandermania on "frills," he will please the citizens whatever their political colours. It was well begun, and the first few days of the debate were encouraging in maintaining a tone of decency and dignity and patriotism so essential in our critical situation.

The Law and Politics.—I wonder whether any Ministry in our history ever contained so high a proportion of lawyers, mostly K.C.s. The Law officers, naturally, for England and Scotland, and the Lord Chancellor. But outside of these specialised posts, Mr. Churchill's Ministry positively bristles with lawyers. The lawyer long ago discovered that the parliamentary road was the most direct road to success in a legal career. No better example than Lord Darling, who had never earned £400 a year at the Bar when he became a judge—and a good judge, too, when he was not showing off his humour and erudition. And the theory works both ways. If you want a man for the Bench, search among the M.P.s. There must be fifty barristers in the new House among Conservatives alone. If you want a man for a Ministerial portfolio, search among the K.C.s. The bread is buttered both sides for the K.C., M.P. Well, the Law is a good training for certain attributes of success in political life. Relevance, toughness, clear argument in debate and a ready gift of speech, including clarity of exposition. But the legal mind is sometimes said to be lacking in that vision and imagination which great statesmanship demands. A legal mind is apt to concentrate on immediate relevance, vision and imagination, explore long vistas and even by-paths. Still, it is the day of "first things first" and to be relevant is to be realistic.

A Period Cabinet?—When a new Government is formed, there are about eighty of the faithful for whom plums or crumbs will be found—quite a handsome divide for party political service. Yet, when all the crumbs are allocated, one remains surprised that obvious merit appears to have gone unrewarded, and convinced that there has been, for some, "luck in the draw." That is inevitable. There are sixteen Cabinet posts, twenty-four Ministers outside it and the residue is made up of Under-secretaries, Household, and so on. There are eighteen peers in the Government, of whom five or six are, of necessity, peers. But, as Mr. Churchill replied to Mr. Attlee's jibe, that is only an increase of two "noblemen" over the Socialists' total. Mr. Churchill's Ministry has been chosen from the best material which in his view was available to him. It was inevitable, but unfortunate, that in the Opposition camp it would be called a "class" Government. It reads, as I feared it would, rather like a Disraeli Government. The proportion from the peerage, the public schools and universities, the Bar and the City and the Services is very much higher than in the late Government, and one may search with a toothcomb to find proof of that Conservative claim that Conservatism is a lively force in the vast class of manual workers. Either that is not true, or else Mr. Churchill has found in that invaluable section of his supporters all too little merit deserving of even minor office or all too little willingness to accept it. As I say, it is a pity, even if it is inevitable, because these criticisms will continue to be made on the left and will be difficult to rebut convincingly.

Royal Ambassadors.—The Royal tour of Canada and the visit to America have been an enormous success. I never doubted that they would prove so. King Edward VII put the British Monarchy on the map in Europe by his charm, adroitness and addiction to spending a quarter of the year on the Continent. Since 1918 the Monarchy has continued to cement, dazzle and delight the English-speaking nations. There is an argument for retaining some mystery round a throne. It may be true, nationally, that too much limelight now reveals every corner of our Royal family's private life. But the argument would not apply overseas. Neither in the Commonwealth nor in America do they take an ell, when given an inch. Overseas they cannot have enough of such details, and the more they know, the more they appreciate the significance of this "curious" institution of ours, which seems to stand like a solitary rock in a stormy, changing sea. The symbols and the trappings of royalty enthrall them and colour life in a dingy, unromantic age. A young and beautiful Princess has always been the first heroine of folklore and fairy tale. A young princess (with a natural, modest, intelligent husband, 100 per cent. normal, 100 per cent. a man), who wears and adorns the trappings and can show on every occasion that she can roll up her sleeves and do a housewife's job, can reveal the "common touch," not as a technique but because it comes naturally, is assured of first place among the fairy heroines, and her Prince Charming is assured of his place also. It all looks so easy, given youth and good looks, the charming smile and the charming clothes. But it is not as easy as all that. Health and strength are essential, patience beyond ordinary, and sympathy and kindness of heart, which are innate and not assumed. These assets and virtues combined are rare. They must be 100 per cent. genuine. A million eyes miss nothing. It was a *genuine* success.



WILL HE BE KING OF THE SUDAN?—THE SON OF THE MAHDI WHO FROM HIS SILVER-DOMED PALACE IN OMDURMAN IS WATCHING EVENTS CLOSELY IN THE TROUBLED MIDDLE-EASTERN WORLD: Sir Sayed Abdel Rahman El Mahdi, to give him his full title, is the son of the man who led the fanatical revolt of the dervishes, defeated General Gordon and was defeated himself by General Kitchener. Sir Sayed is now regarded as one of the key political figures in the Condominium of the Sudan. He desires personal rule in an independent Sudan, being very strongly opposed to the British plan for bringing the Condominium steadily forward to self-government. It is thought possible that he might temporarily come to terms with Egypt if it suited his purpose.

Lord Mayor's Mouthful.—I suppose we have had near 500 Lord Mayors of London Town, many of them big men filling an important office and most of them very worthy fellows. Many of them have "spoken their minds" in defending their privileges and the citizen's liberties. But for a century or so in their annual Guildhall speeches they have used diplomacy rather than forcefulness and proved themselves courtiers and diplomats. I observe a change in the last year or two in the hosts at Guildhall and also at Burlington House. My Lord Mayor and the P.R.A. tend once more to trenchancy and have put aside diplomacy and courtierlike tact. I thought the new Lord Mayor's discourse last week was "raythe strong" and might have embarrassed a chief guest less adroit than Mr. Churchill. The Lord Mayor filled the Premier's sail with strong wind and the Premier let it all out with a rush. The Lord Mayor said more, the Premier even less, than the host and chief guest at Guildhall in November usually do.

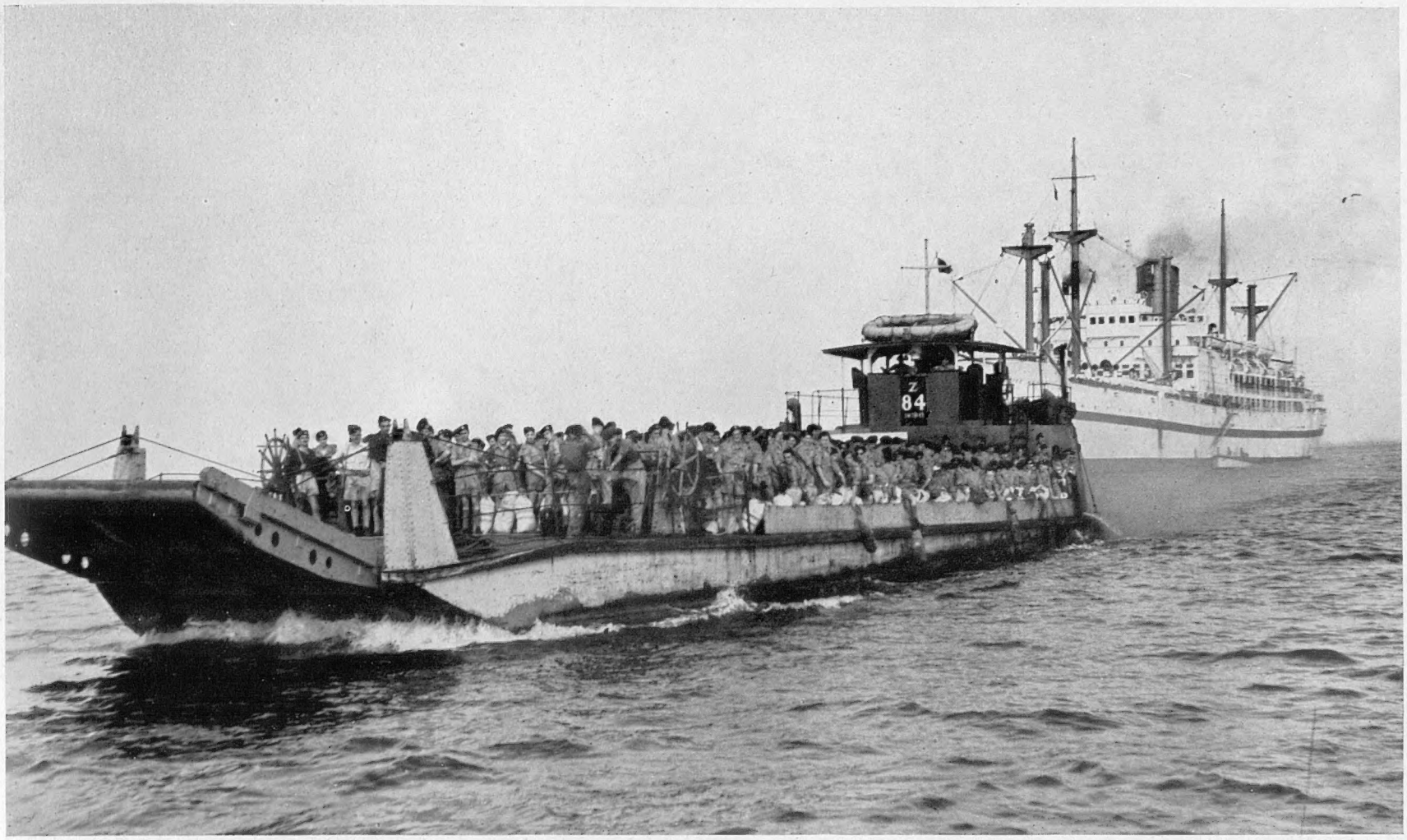
Intrusion.—The other evening I received a late personal call. I was first carefully interrogated as to my identity and then the object of the call was unfolded. It appeared that an Army officer had been tried on grave charges, and another officer, who bore the same surname as mine, was concerned in the evidence. My caller, who was a newspaper reporter, urgently desired to know if this latter officer was related to me and if I would give him all possible biographical details. I said: "I presume you think my namesake implicated in these charges?" He said: "Yes, of course." I said: "You want a news story?" He warmly agreed. I said: "Do the relatives of unfortunate persons in the criminal news usually supply you with a story?" He replied confidently: "Yes." [The officer in question was no relation of mine and I had never heard of him. My surname is not uncommon.] I then elicited that my caller had "already tried to get a story" out of other members of my family, his last call being to the house of my sister who had died four months ago. This information he gave me most willingly. I said to him: "Why don't you switch over to some decent occupation? Would you not feel cleaner if you cleaned out London sewers?" But I don't think he heard me: he was searching the directory for his next contact. And if he had, he would have thought me unco-operative and ill-natured. He was on the staff of a powerful and popular Socialist newspaper. It seemed that that powerful organ, in thundering out against capitalism and private profit, allows reservations. It is legitimate and, indeed, proper to cash in on private sorrow and make a handsome profit from personal misfortune.

THE OLD STAGER

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number).



FOR THE FIRST TIME TROOPS ARE DISEMBARKED ON THE SHORES OF THE GREAT BITTER LAKE BY THE USE OF Z LANDING-CRAFT, BECAUSE THE EGYPTIAN STATE RAILWAYS ARE REFUSING TO CARRY OUR MEN FROM PORT SAID AND SUEZ: In the *above* picture a landing-ship is seen approaching the shore near Fayid, the British headquarters, and in the picture *below* men of the R.A.F. are seen after landing and before being driven to their encampment. Altogether 1,400 men arrived in the *Empire Medway*, scrambling down the netting from the troopship into the waiting landing-craft. For several hours the fleet of landing-craft kept up a ferry service between the ship's sides and the lakeside jetty, landing men and stores as in a wartime operation. Mail from home was handed round soon after the men landed. At the same time four-engined Hastings transports flew in at the rate of one every few minutes to land another 700 men. They touched down at the air station in the Suez Canal Zone. Later the *Empire Medway* took aboard men bound for Mauritius. The pressure on accommodation in the Canal Zone is being in part solved by the evacuation of the families of Servicemen.

BRITISH REINFORCEMENTS REACH THE SUEZ ZONE BY LANDING-CRAFT

DISEMBARKING FROM THE "EMPIRE MEDWAY" BY THE SHORES OF THE GREAT BITTER LAKE

THE QUEEN VISITS THE FIELD OF REMEMBRANCE AT WESTMINSTER: Her Majesty passing the array of crosses where she also planted her own cross in tribute to the fallen of two world wars. The Queen paid this visit on November 9. On the following day, with Queen Mary, she attended the British Legion Festival at the Albert Hall, and last Sunday she was again present at the Cenotaph service in Whitehall.

REMEMBRANCE SUNDAY IN LONDON

HOMAGE TO THE FALLEN OF TWO WORLD WARS

ARMISTICE DAY ALSO MARKED THE CENTENARY OF THE BIRTH OF MARSHAL FOCH, THE GREAT FRENCH LEADER OF THE FIRST WORLD WAR: The ceremony of commemoration took place beside his statue in Grosvenor Gardens, and when this picture was taken the Band of the French Ordnance Corps was marching past. Present at the ceremony were representatives of all the British Services, the Mayor of Westminster and the French Ambassador.

THE DUKE OF GLOUCESTER LAYS THE KING'S WREATH UPON THE CENOTAPH: The Duke took the place of the King at the Remembrance Sunday service. Among the wreaths which were subsequently laid on the memorial was one from Princess Elizabeth.

AS THE DUKE OF GLOUCESTER LED THE NATION IN HOMAGE TO THE FALLEN OF TWO WORLD WARS: This was the impressive scene before the Cenotaph during the Remembrance Day service. Crowds larger than for several years past congregated in Whitehall for the occasion. The Duke of Gloucester is seen in the foreground of the uniformed group in front of the Cenotaph. Other members of the Royal family were occupying one of the balconies of the Home Office directly overlooking the Cenotaph. The sun shone brightly as the first of Big Ben's eleven strokes and a gun on Horse Guards Parade proclaimed the first second of the Two Minutes Silence.

MEMBERS OF THE ROYAL FAMILY GATHERED ON THE BALCONY OF THE HOME OFFICE OVERLOOKING THE CENOTAPH: The Duchess of Gloucester, the Duchess of Kent, Princess Marie Louise, Princess Margaret, her Majesty the Queen and Queen Mary.

POLITICAL LEADERS AT THE CENOTAPH: Lord Woolton, Mr. W. S. Morrison (Speaker of the House of Commons), Lord Simonds (Lord Chancellor), Mr. Attlee (leader of the Opposition) and Mr. Churchill (Prime Minister). Also present were representatives of Commonwealth and other Governments and of the fighting Services.

A MISSION TO MOSCOW

And Other Contacts with the Communist World

THE NEW BRITISH AMBASSADOR TO MOSCOW PRESENTS HIS CREDENTIALS AT THE KREMLIN: These two pictures, from a Russian source, were taken after the ceremony when Sir Alvary Gascoigne, who succeeds Sir David Kelly as the British Ambassador to Moscow, presented his credentials to the Soviet President, Mr. N. M. Shvernik. *On left*—Sir Alvary, in his colourful diplomatic dress, with (left to right) Mr. A. F. Gorkin, Mr. Shvernik and Mr. F. T. Gusev, a Deputy Minister of Foreign Affairs. *On right*—Sir Alvary with the President on his right and members of the Soviet and British Diplomatic Corps. The new ambassador expressed the belief that a basis of understanding on current problems could be reached with good will and sincerity on both sides, and Mr. Shvernik replied that the Soviet Government cherished good relations with all peoples of good will.

A RUSSIAN "REVOLUTION" IN GERMANY: Five powerful but hitherto dissident Russian emigré organisations met recently at Wiesbaden in the American Zone of Germany. The exiled Russians had a five-day conference, and finally merged into an anti-Communist alliance. They pledged their support of the policy of self-determination "upon the liquidation of Communist dictatorship." This picture, taken at one of the meetings, shows (left to right) Isaac Don Levine (standing), European representative of the American Committee for the Liberation of the People of Russia, who acted as translator; Noya Taintsadze, Chairman of the Georgian National Council (Paris); and V. Zenzinov of the League of Struggle for People's Freedom. Seated in the centre at back are, left to right: Y. Dikow of the Union Struggle for Liberation of the People of Russia; B. Yakovlev, President of the Union Struggle for Liberation of the People of Russia; and Boris Nikolaevsky, Chairman of the League of Struggle for People's Freedom (New York).

RUSSIAN EMIGRÉS IN AN ANTI-COMMUNIST ALLIANCE: Mr. Isaac Don Levine (standing), European representative of the American Committee for the Liberation of the People of Russia, addresses one of the meetings at Wiesbaden. The conference of the exiles coincided with the thirty-fourth anniversary of the Russian revolution.

A COMMUNIST PROCESSION IN TEL AVIV DEMONSTRATES AGAINST ISRAEL JOINING THE MIDDLE EAST DEFENCE SCHEME: The words on the banner seen in this picture mean: "We shall fight against Israel joining the aggressive Middle Eastern bloc." Among other slogans was one that meant "Long live the struggle of the Egyptian people for independence and peace," which was regarded as a bad joke because of Israel's strained relations with Egypt.

THE CZECHOSLOVAK AMBASSADOR TO THE UNITED STATES SAILS FOR HOME: The Ambassador, Vladimir Prochazka, is seen here giving a Press conference in his cabin on the liner *Queen Elizabeth*, before sailing from New York. Mr. Prochazka told reporters that his country does not want war. "We trust in God and are keeping our powder dry," he said. He refused to comment on the case of the Associated Press correspondent William Oatis, who is imprisoned in Czechoslovakia on charges of spying for the U.S.

DESTROYERS AND FRIGATES MASSED AT MALTA AND STANDING BY FOR A POSSIBLE CALL TO SUEZ: The presence of the British Home Fleet at Gibraltar during its autumn training cruise means that the largest British naval force since the war is concentrated upon the Mediterranean. The Mediterranean Fleet at Malta includes the combined Mediterranean and Atlantic destroyer and frigate flotillas. This picture shows some of the vessels in this great concentration, with the roof-tops of Valetta in the foreground and towards the left the steeple of the Anglican Cathedral. In the background is Sliema.

MALTA CONCENTRATION

THE MIDDLE EASTERN CRISIS BRINGS A GREAT GATHERING OF WARSHIPS TO THE GEORGE CROSS ISLAND

Valetta is not a very ancient city. It was built at the conclusion of the remarkable siege of 1567 as a tribute to the valour of John de Vallette, the Grand Master who conducted the island's defence.

Below—**THE DEPOT SHIP H.M.S. "FORTH" AT HER MOORINGS IN MALTA WITH A COVEY OF SUBMARINES ALONGSIDE HER: The submarines are *Sentinel*, *Tabard*, *Token*, *Talent* and *Trump*. In the foreground is the Cable and Wireless cable-ship *Mirror*, seen in process of taking in cable, and just in front of the *Forth* is the Admiralty cable-ship *Bullfinch*.**

EGYPT'S TANTRUMS, TANGIER'S GAIN?

The Seamy Side of Mediterranean Affairs

By FERDINAND TUOHY

IT is difficult to ride the high horse when considering the role with which Tangier has been able to invest itself in the wake of World War II. No doubt its business morality, or lack of it, is to be deprecated. Yet Tangier can retort that its financial and economic "way of life" is the child of the International Zone's inceptors and that any complaints spring from the sponsoring nations having themselves been obliged to transform their economies.

I seem to feel a waft of impish mirth blowing from Tangier as I write; as if Messrs. Hammerstein and Rodgers have missed it in their scanning of the globe for piquant backgrounds.

Here you have a spot which finds itself an oasis of uninhibited *laisser-faire* amid the encircling gloom of controls and restrictions and continues to cash in to many a lively tune and fantasy. . . . Tangier, the only truly international State on earth, which should provide one more blue-print for the United Nations and instead flaunts its anarchy!

Every now and then, however, it is necessary to get Tangier in more serious focus, and such a moment has arrived again with the outbreak of Egyptian Fever. Tangier is so responsive to wars, violence and Nationalism at the other end of the Mediterranean. It finds itself uniquely capable of transactions which aid parties that cut themselves off from normal supplies, or by their attitude and conduct, diminish such.

Tangier can come to the rescue in two ways—by smuggling and by providing "facilities," and though we hear less about the latter, they are the more important of the two.

Appositely may be cited what happened when the Jews found themselves cut off from oil supplies consequent on Egypt blocking the oil-tankers sailing up through the Suez from Abadan. American Jews sent dollars to Venezuela, which shipped the needed oil to Haifa. Whether Tangier had anything to do with that particular facility is immaterial. The question is—supposing Egypt had to start scouring for oil?

No country in the world depends more on oil than Egypt. Not only are all power stations and railways completely oil dependent; most household cooking and bread-baking are the like. Now Egypt has almost enough crude oil on the Red Sea for her requirements, but the snag is that it has hitherto been refined by Shell in the sealed-off Canal Zone.

Egypt has no benevolent New York Committee to fall back on, as had the Israelis. What, then, about importing the refined article to Alexandria? Snag number two: exporters would inevitably want dollars, lots of them.

This is where Tangier's free market can be so handy. In Tangier Egypt can buy dollars freely and legally with any valid currencies she chooses to offer. So she orders the oil to be delivered at Tangier, pays in dollars, and then takes the tanker on to "Alex."

Tangier has made a handsome profit, as it does with everything it touches. How else could it meet its annual trade deficit of some £7,000,000—a lot for so small a place? Tangier has neither industry nor agriculture to speak of. Tourists? They are good for a small amount—so much "chicken-feed" compared with the yield of *laisser-faire* carried to the *nth* degree.

The essence of the contract is that you buy what you like and sell what you like and you use what money you like. Even rates of exchange are fixed on the pavement, as one might say. Tangier doesn't care two hoots what governments think their currencies are worth; you get what someone is willing to pay you.

And it is all strictly within the law, as administered by a committee of foreign consuls, among whom are most times a Frenchman, a Briton, a Spaniard, a Portuguese, a Dutchman, a Greek, a Norwegian. The German dropped out after the first war, the Italian after the second. A Russian was substituted but has never functioned, and I 'm not sure if the American ever has.

All this dates from 1923, but the root of the Settlement really goes back to the early 1900's and in particular to Britain's refusal to have another Power (France) in sole possession facing Gibraltar; hence the multi-lingual, multi-currencied, sprawling port-cum-town, half-ancient, half-modern, that we see to-day. An estimate a year ago was that it held 20,000 Spaniards, 3,500 French, 1,500 British, 200 Americans, 7,000 Jews, and 75,000 Moroccans (for the most part Arabs and Berbers).

But Tangier can almost be seen growing day by day; and the total of inhabitants with it; and the local gold hoard keeping pace with both. Foreign critics even aver that the real importance of Tangier lies in the fact that, owing to its international status, strategic position upon the North-West African shore and absence of all taxation, it is becoming *the* refuge for European capital.

About £30,000,000 in gold is believed to lie in the vaults of dozens and scores of banks and other houses. Gold reaching the port in 1950 was valued at £6,500,000, of which half remained. Some of it comes in crude form and is melted and sold to hoarders. Gold, gold! The game didn't stop at shipping flour to Spain and collecting gold wedding rings there, in settlement.

Tangier's treasure was notably boosted by "the gold run," term given to the running of war material and emigrants to Palestine. Cargoes for Tel Aviv, arranged in New York, used to touch at Tangier for purposes of settlement. Cairo was another centre that came by secret cargoes, via Tangier. The principal carriers were craft flying the flag of Panama, a country whose maritime rules and regulations are not over-strict, and secondly a motley armada indeed.

Converted M.T.B.s (Diesel, 22 knots), "luxury" yachts, small freighters, likely schooners, slick launches, tartanes, balancelles, fishing-smacks, broken-down sailing yachts, tramps with dry-rot (big profits come from operating ships bought at scrap rates). They sailed before and may sail again in similar circumstances—though hardly in winter-time.

There is a close season for smuggling from Tangier, when the little ships do little more than run over to Spain with cigarettes and badly-wanted penicillin and streptomycin, whose delivery is preceded by a typical Tangier dollar deal.

Ugly Mediterranean seas keep down smuggling more than do edicts by the Tangier consuls, acting under outside pressure. Only a few days ago the loss of a yacht and its celebrated owner in Mediterranean waters betokened the havoc of the winter storms. As regards the Consular edicts, the latest one, ordering that only ships registered as carriers of commercial cargo may load goods at Tangier, came a little late in the day, inasmuch as most local yachts are already so registered.

Some masters stick to a specific form of contraband: raw materials, machine parts, foodstuffs, specialised weapons and ammunition, valuables, silks and embroideries, spirits and tobacco, stateless persons and others "on the run," the latest Paris models. As they get deeper in the game, however, masters tend more and more to mix up the whole lot—their "merchandise," as they almost invariably call it.

But in the main it is a fine-weather pastime and not one to keep governments awake except when it bears on aiding and comforting regimes which imperil the so-rickety peace. That is why the tantrums by the Nile throw a beam across 2,000 miles to the Pillars of Hercules. Tangier still needs to be watched in these times of North African and Middle East simmering.

Its own natives regale the enquiring student with the stock Arab argument. Yes, they are sympathetic to the Communists, but just as soon as the latter have sufficiently aided the Nationalists, and the imperialist regimes are no more, out will go the Communists. They add that Communism is nothing more nor less than a Christian disease to which Moslems are immune.

Meanwhile, the Nationalists have adopted a novel tactic aimed at eventually thinning out foreign, infidel presence. They have gone all Puritan. They are methodically suppressing all aspects of native life which make the country picturesque to visitors. The last Mouloud Feast at Tangier is a case in point. It was forbidden. Yet from time immemorial Mohammed's birthday had been celebrated locally by a three-day carnival with parades, dancing, music and other entertainments.

The excuse given was that the fiesta begat immorality by causing women to dance. The fanatical Nationalists don't like women and they don't like Berbers (3,500,000 of them). They have stopped all religious dancing all over Morocco, and it used to be the Berbers' delight. The truth is that the Arabs are jealous of the Berbers, who are the real subjects of interest to foreigners, not least for the spontaneous pleasure they used to draw from their religious observances.

The signs are that the puritanical purge will have to be carried to totalitarian lengths before it makes much inroads on the foreign colony in Tangier, which continues to increase literally by leaps and bounds—these being taken anywhere into the narrow strip of surrounding country. Apartment houses are run up in open country, even without a finished road. Gradually they form a little suburb and are joined to the town, across dunes and through meadows and up and down hills, sometimes in hopelessly chaotic fashion.

If the famous Dr. Harris, of *The Times*, were to revisit the scene of his horse-rides and see what has happened to the long beach walk round the bay, where he went in peril of being kidnapped, he 'd think he was watching a mirage. Only twenty years ago, I used to walk and walk there myself, and never come across a soul. Yet very soon now the circling bay will be part of boom-town.

Like all boom-towns, Tangier is jerry-built in its newer manifestations. The thing is to run up living quarters at speed. This can be done because there are no trade unions, no minimum wage, no ban on women and children working, and no working hours of any description whatsoever.

Anything is a good investment. Take part of a ruined wall on the ramparts, dig three rooms, add bath and electricity, then sell. There is apparently no local council to say you nay.

Everything is done in Tangier in such a hurry that nothing is properly built. When things collapse, the victims merely sigh, "That 's Tangier," and set out for repairs. Apartments are expected to repay original capital put into them, in three or four years at most. Can you wonder that the walls crack, or that the chandelier crashes down?

"That 's Tangier."

TROUBLE IN CASABLANCA, ONE OF TANGIER'S NEIGHBOUR PORTS ON THE NORTH-WEST AFRICAN COAST: A young Moroccan being taken off to gaol after being involved in the recent anti-French riots. Shouting "Vive Istiqall," he threw a bomb at a group of police. Six people died and forty were wounded in the riots. The Nationalist Istiqall Party, led by Si Allal el Fassi and Ahmed Baafredj, seeks Morocco's independence from France. It regards the Sultan of Morocco as its champion.

AN ANTI-BRITISH DEMONSTRATION IN TEHERAN: This poster depicting Mr. Churchill and Mr. Attlee flirting beneath a gun barrel has been paraded through the streets of the Persian capital, where strong feeling against the British continues to manifest itself. Teheran has also been in the grip of student riots, the students demanding that their union should be officially recognised. The union is believed to have the backing of the Tudeh Party.

LIFE GOES ON IN THE CANAL ZONE: The wife of a British serviceman making a purchase at one of the street stalls of Ismailia. With many of the British families expecting marching orders, the demand for suitcases and travelling equipment is considerable. The first to leave for home are those families which cannot be accommodated in the security areas of the Canal Zone.

MEN OF THE SOUTH LANCASHIRE REGIMENT MARCH FROM KHARTOUM STATION TO THEIR CAMP: The South Lancs. were relieving the East Lancs. in the Sudan, the latter unit having been moved to Fayid, in the Canal Zone, there replacing the Loyal Regiment. These changes, it is explained, are all of a routine character. Other new arrivals in the Canal Zone are the Cameron Highlanders, the 1st Battalion being ferried in by air.

A WEEK-END OF RELAXATION BEFORE STARTING OUT ON THE LAST LAP OF THEIR CANADIAN TOUR: Princess Elizabeth and Prince Philip seated before the fire in their retreat, Saran Chai, in the Laurentian Mountains near Sainte Agathe des Monts, Quebec. They started this brief holiday immediately after their return to Canada at the end of their memorable Washington visit. After the week-end the travellers headed north-east towards the farming, timber, mining and fishing areas of the Maritime provinces of New Brunswick, Nova Scotia and Newfoundland.

A CANADIAN HIGHLAND HOLIDAY

PRINCESS ELIZABETH AND PRINCE PHILIP SPEND A WEEK-END IN THE LAURENTIAN MOUNTAINS

FAR FROM THE MADDING CROWD IN A PICTURESQUE CORNER OF OLD QUEBEC: *Left*—Princess Elizabeth and Prince Philip at their holiday retreat near Sainte Agathe. *Right*—Leaving church after attending Divine Service. As the Royal couple left the church it was snowing. The Mayor of Sainte Agathe introduced local notabilities, and then presented Princess Elizabeth and Prince Philip with multi-coloured fringed sashes of the type worn by skiers and woodsmen in the Laurentian Mountains.

THE WAY OF THE WORLD

A SURVEY OF THE FOREIGN NEWS IN PICTURES

THE FUNERAL OF PRINCE CARL OF SWEDEN: Four Kings—the monarchs of Denmark, Norway, Sweden and Belgium—followed Prince Carl to his burial-place at the Royal cemetery by the Haga Palace, near Stockholm, on November 2. This is a general view of the procession en route to the cemetery. The coffin is seen at the second bend of the road. Princes and Princesses from the Scandinavian Royal Houses and Belgium, with many others from the Continent, were in the mourning procession. At the funeral service in St. Nicholaus Church, the Archbishop of Sweden, the former Archbishop and the Dean of Stockholm took part.

A TERRIFYING NATURAL PHENOMENON IN THE MEDITERRANEAN: This dark and threatening waterspout formed off the Calabrian coast near Reggio, opposite the coast of Sicily, during the cloudbursts and storms that lashed Southern Italy early this month. Clouds and water unite in a whirling, murderous column of destruction under certain conditions, but usually break up on striking land. Small waterspouts are sometimes seen in the English Channel.

THE UNITED STATES CHIEF OF STAFF PAYS A VISIT TO FORMOSA: General J. Lawton Collins shaking hands with Generalissimo Chiang Kai-shek during his visit to Chiang's winter residence in the outskirts of Taiper, Formosa. This was the first meeting of the two men, and was doubtless concerned for the most part with the question of American military supplies to Formosa, the last bastion of Chinese Nationalism. Of recent months the American Military Mission in Formosa has been hard at work training Chiang's troops in the use of the new weapons which America has been shipping to the island in an unending stream. Chiang has even mentioned in a recent speech that he is planning operations against the Chinese mainland now that his forces have recruited their strength to such a degree.

THE KING AND QUEEN OF SIAM LEAVE SWITZERLAND ON THEIR WAY HOME: They are seen waving from the railway carriage at the beginning of their journey. The young King Phumibol Adulet, who came to the throne of Siam in 1946 after the death by shooting of his elder brother, was born in Boston, Massachusetts, in 1927, and was educated in Switzerland. The coronation ceremony and his marriage to the seventeen-year-old Princess Sirikit, daughter of the former Siamese Ambassador to the Court of St. James's, took place last year in Bangkok. Their baby daughter, born in Lausanne on April 5, 1951, accompanies them back to Siam, where they will now live permanently.

MARION DAVIES, THE FORMER ACTRESS AND ASSOCIATE OF WILLIAM RANDOLPH HEARST, MAKES A SURPRISE MARRIAGE: She is seen here with Horace G. Brown, a sea captain who recently became her husband, a marriage which caught even the household of Miss Davies by surprise. Marion Davies was closely associated with Mr. Hearst, the American newspaper owner, for many years. At one time she headed his film producing company. After Hearst's death a few months ago she said she was worth 10,000,000 dollars, but recently she gave up all right to manage the Hearst newspaper "empire."

CITIZENS OF WEST BERLIN AT A MOURNFUL CEREMONY : The occasion was the unveiling on Steinplatz, in the British Sector, of a memorial to people of the city who have fallen victims to the Communist regime—"Victims of Stalinism," as the inscription describes them. The unveiling of the simple stone was performed by two Berlin children whose fathers died at a Soviet concentration camp in the Russian-controlled part of their country.

JORDAN'S NEW KING MAKES HIS FIRST OFFICIAL VISIT TO JERUSALEM SINCE HIS ACCESSION : King Talal is seen in Bedouin dress as he inspects a guard of honour of the Arab Legion on his arrival at Government House, near Herod's Gate. King Talal, who succeeded his murdered father, King Abdullah, took the oath in Amman on September 6 after arriving back from Switzerland, where he had undergone treatment for a nervous disorder. Born in Mecca forty-two years ago, he joined the Arab Legion in 1927 with the rank of Lieutenant, graduated from Sandhurst in the following year, and subsequently served his grandfather, King Hussein of the Hedjaz, as an aide during his banishment in the island of Cyprus.

A JUNCTION PROJECT BETWEEN THE BELGIAN NORTHERN AND SOUTHERN RAILWAY NETWORKS IS INAUGURATED IN BRUSSELS : The new system will permit a direct connection through Brussels between Paris and Amsterdam, London and Cologne, as well as between the north-west and south-east cities of Belgium. Inaugurated on October 30, the scheme is expected to be complete early in 1955 and will cost about £28,000,000. This picture shows the first passenger train to use the north-south junction, standing in the Central Station at Brussels. On left, wearing a light coat and a hat, is M. Segers, the Belgian Minister of Communications. With him, wearing glasses, is M. Brunfaut, the well-known Belgian architect, who is also President of the junction.

AFTERMATH OF THE TRAGEDY OF PONT SAINT ESPRIT : Maurice Maillet (left centre), the miller from St. Martin La Riviere, a small town near Poitiers, and Guy Bruere, a baker, seen at a cafe in Poitiers, where they repaired after they had been provisionally released by a Poitiers court pending the completion of investigations into the case of the blighted flour. The flour was allegedly sold by Maillet to the baker at Pont St. Esprit, the two towns being hundreds of miles apart. As a result of the flour being used in baking dozens of people were affected by the dread sickness of ergotism. Many of them had hallucinations and in their intense agony of mind and body some committed suicide.

THE FACE OF A COMMUNIST LEADER : These two pictures are of the same man—Gus Hall, an American Communist leader who jumped bail four months ago when ordered to begin serving his sentence, and who appeared in the U.S. Federal Court on November 2 after being captured in Mexico. At his trial four months ago, Mr. Hall's appearance coincided with the picture *on left*. During his period of freedom he used surgery, hair dye and dieting to alter his appearance and back in the Federal Court on contempt charges his appearance was that shown in the picture *on right*.

THE COMMUNIST "WORLD PEACE COUNCIL" MEETS IN VIENNA : The Soviet writer Ilja Ehrenburg and Professor Joliot-Curie, who was formerly the controller of atomic energy research and development in France, were two of the leaders of this council, which met recently in Vienna. Ma Tin Tsu, Rector of the Peking University, was also present. In this picture M. Joliot-Curie is seen (fourth from left, in front) with other delegates at the council.

Korean Sidelights

High-ranking British Naval Officers Visit the Front Line; French Soldiers on Transport Duties; Pictures of Allied Prisoners from a Communist Source

BRITISH ADMIRALS VISIT THE FRONT LINE IN KOREA: In this small aircraft, which was being "directed in" on an advanced air-strip in Korea, were Vice-Admiral the Hon. Sir Guy Russell, the Naval Commander-in-Chief, Far East, and Rear-Admiral A. K. Scott-Moncrieff, Flag Officer, Second-in-Command, Far East, who were visiting the Commonwealth Division.

THE FRONT-LINE ADMIRALS RIDE IN A JEEP: Vice-Admiral Russell, in the front seat, and Rear-Admiral Scott-Moncrieff were on their way to the headquarters of the Commonwealth Division. Later they were driven on a tour of the front line by Major-General A. J. H. Cassels, G.O.C. of the Commonwealth Division. At one time they came under fire from enemy guns and all three officers sheltered for a time beneath a convenient Centurion tank.

FRENCH TROOPS USE PACK-MULES FOR THE TRANSPORT OF SUPPLIES TO UNITED NATIONS FORCES HOLDING A HILL POSITION: The scene is one of desolation: empty shell-cases and barbed wire litter the ground; the trees are splintered and broken by the recent incessant bombardment.

AMERICAN PRISONERS OF WAR IN A NORTH KOREAN CAMP: This is one of several pictures released by Tibor Merai, a Hungarian Communist newspaper correspondent, who claims he took them on October 4 at a camp not far from the North Korean capital of Pyongyang. This man, he says, is Captain Clifford Allen, of Los Angeles.

ONE OF TIBOR MERAI'S PICTURES OF ALLIED PRISONERS IN KOREA: It is presumed that these men are American soldiers, but they are not among the individuals identified by the Communist newspaperman Tibor Merai.

SOME ALLIED CAPTIVES IN NORTH KOREA ARE INTERVIEWED BY A POLISH NEWSPAPERMAN: Behind them is the camp newspaper office where, according to Tibor Merai, who took this photograph, the men publish a small newspaper. The Communist newspaperman interviewing them stands on right below. The men Merai was able to identify in this picture are Major Paul V. Liles (third from left), of Birmingham, U.S.A., who, as senior officer, was leader of the camp; Captain Ambrose H. Nugent (partly hidden by Major Liles), of Nashville, U.S.A.; Haidar Ozturk, of Turkey (sixth from left); and, on extreme right, Ronald A. Cocks, an Englishman. So far there has been no official confirmation of these identifications.

THREE LONDON PARTIES

EACH OF THEM, IN VARYING DEGREE, TINGED WITH A POLITICAL FLAVOUR

THE END OF A MEMORABLE YEAR OF OFFICE: Alderman Sir Denys Lowson, Lord Mayor of London, and Lady Lowson with Lord and Lady Woolton at the farewell party given by the Lord Mayor at the Mansion House on vacating his office. Peers, politicians, diplomats and City business men were among those present. The Lord Mayor did not wear his robes, just his diamond-studded badge of office, but on display was £40,000 worth of the City's gold plate. The Mansion House footmen were in full livery.

THE RECEPTION AT THE SOVIET EMBASSY TO CELEBRATE THE THIRTY-FOURTH ANNIVERSARY OF THE 1917 REVOLUTION: The Soviet Ambassador in London, Mr. Zarubin, greeting Mr. Harry Pollitt. According to one report, the guests at the reception were separated into three groups. The V.I.P.s, who included Mr. Richard Stokes, the former Minister of Works, and the Persian Ambassador, Mr. Ali Soheily, were entertained in an upstairs room, while other members of the Diplomatic Corps, M.P.s and high-ranking officers ate caviare and drank vodka in a ground-floor salon. The rest of the guests were served with rum punch and sweet cakes among the statues of the big palm-decorated lounge.

HARRY POLLITT, SECRETARY OF THE COMMUNIST PARTY IN BRITAIN, TALKS WITH THE RUSSIAN CHARGÉ D'AFFAIRES, MR. EROFEEV: Other guests at this Russian Embassy Party on the Thirty-Fourth Anniversary of the Revolution were the Socialist M.P.s Mr. Tom Driberg and Mr. Geoffrey Bing, also the well-known Fabian Mrs. Drake, niece of Sydney Webb.

ATTENDING THE INTERNATIONAL BALL IN AID OF THE UNITED NATIONS ASSOCIATION: Sir Laurence and Lady Olivier at the ball which was held at the Dorchester Hotel. There were 500 guests of all nationalities, including eight ambassadors and High Commissioners. Mrs. Gifford, wife of the United States Ambassador, was President of the Ball.

IN THE MIDST OF A TORY STRONGHOLD: Councillor Gapp, Mayor of Kensington, in conversation with the Soviet Chargé d'Affaires at the Embassy party. The Embassy lies within the Royal Borough of Kensington, which of all London's constituencies adheres most strongly to the Conservative cause.

PARIS STAGES THE SIXTH U.N. ASSEMBLY

REPRESENTATIVES OF SIXTY NATIONS FORGATHER FOR A MOMENTOUS MEETING AT THE PALAIS DE CHAILLOT

WINDING UP THE FIFTH GENERAL ASSEMBLY OF THE UNITED NATIONS: Sir Gladwyn Jebb, of Great Britain, speaking at the Palais de Chaillot in Paris, where the Fifth Assembly, which has been in nominal session throughout the year, was brought to a conclusion. Sir Gladwyn paid a tribute to the out-going President, Mr. Nasrollah Entezam, of Persia, mentioning in particular that the Anglo-Iranian oil dispute had in no way interfered with Mr. Entezam's impartiality. Mr. Entezam is seen in the background on the right, with Mr. Lie, the United Nations Secretary-General, on the left.

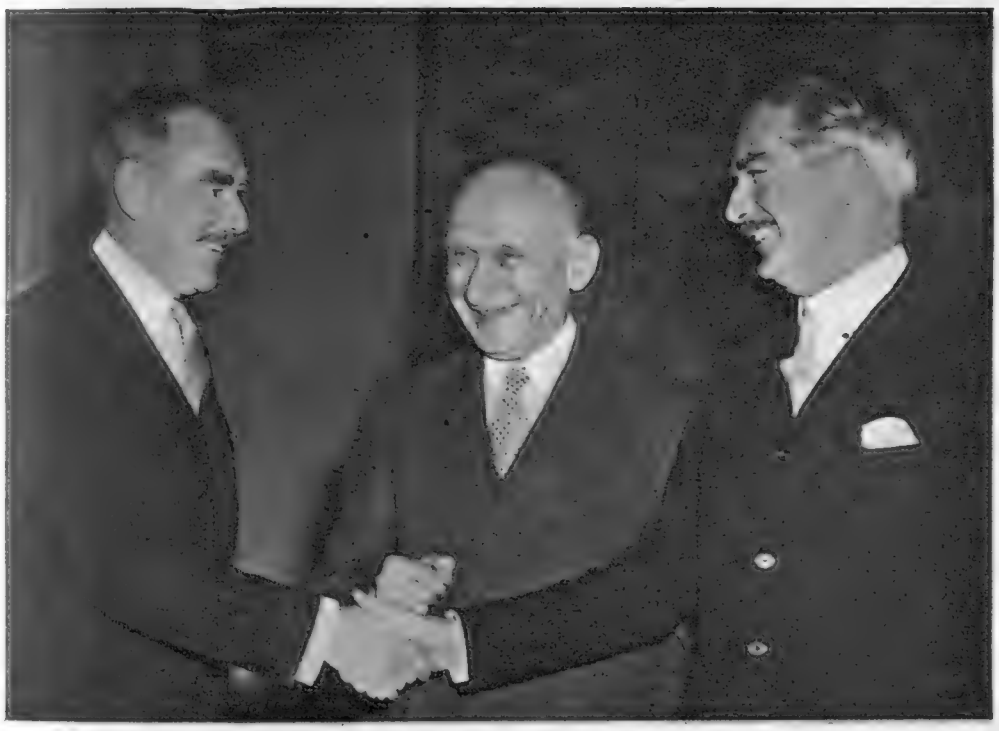
The temporary transfer of the business of the United Nations from Manhattan to Paris is a welcome move in that too much debating in one place could easily detract from the international character of this world organisation. Of first importance in this latest Assembly are the disarmament proposals which the three powers are presenting to the United Nations for consideration, proposals that call for the regulation, limitation, and balanced reduction of all armed forces and armaments, including atomic weapons, preceded by full disclosure and verification and accompanied by international inspection. Unfortunately Mr. Vishinsky let it be known from the outset that he refused to entertain the Western plan. Of hardly less importance, but more limited in scope, is the plan for German unification through the holding of free elections. It was understood last week that the United Nations Assembly would be asked to appoint a committee to decide whether conditions in East and West Germany and Berlin would make possible the holding of genuine all-German elections.

There was high praise from all the delegates for the statesmanlike speech of M. Vincent Auriol, the French President, who in welcoming the delegates to the assembly made a powerful plea for international co-operation. The President, in particular, stressed France's desire to see permanent and simultaneous control of atomic and other arms, and an international army in place of National armies which would become mere police forces.

RECEIVING THE GAVEL THAT HE HAS USED SO EFFECTIVELY: Mr. Nasrollah Entezam, the Iranian President of the Fifth General Assembly, seen with Mr. Trygve Lie (left), who handed to him his symbol of office. Mr. Malik, of Soviet Russia, intruded on the eulogies paid to Mr. Entezam with the remark that the prolongation of the Fifth Assembly had been "incorrect and unobjective."

THE SOVIET FOREIGN MINISTER ARRIVES IN PARIS TO ATTEND THE NEW SESSION OF THE UNITED NATIONS ASSEMBLY: Mr. Andrei Vishinsky (third from right) walking along the platform at the Gare de L'Est in company with Mr. Pavlov, the Soviet Ambassador to Paris, who is on his left hand, and Mr. Jacob Malik, who is on his right hand. The first item with which the Soviet delegation had to deal was the report of the committee of seven appointed last year to consider the insistent question of Chinese representation in the United Nations in the light of a possible cease-fire in Korea. When no recommendation was made by the committee Mr. Malik sprang into action and demanded that the matter be carried over to the new session. The Russians also came forward with disarmament plans of their own to discredit the Atlantic Pact.

THE MEMBERS OF THE UNITED STATES DELEGATION TO THE UNITED NATIONS GENERAL ASSEMBLY : From left to right seated are : Mr. Michael J. Mansfield, Senator Warren Austin, Secretary of State Dean Acheson, Mrs. Franklin D. Roosevelt and Mr. John W. Vorys. Standing are (left to right) Ambassador-at-Large Dr. Phillip Jessup, Mr. Benjamin Cohen, Mr. Ernest A. Gross and Miss Anna Lord Strauss. Mr. Acheson spent a great many hours in company with Mr. Eden following their arrival in Paris. Later they were joined by M. Schuman, the French Foreign Minister, for a series of talks before the Conference opened.



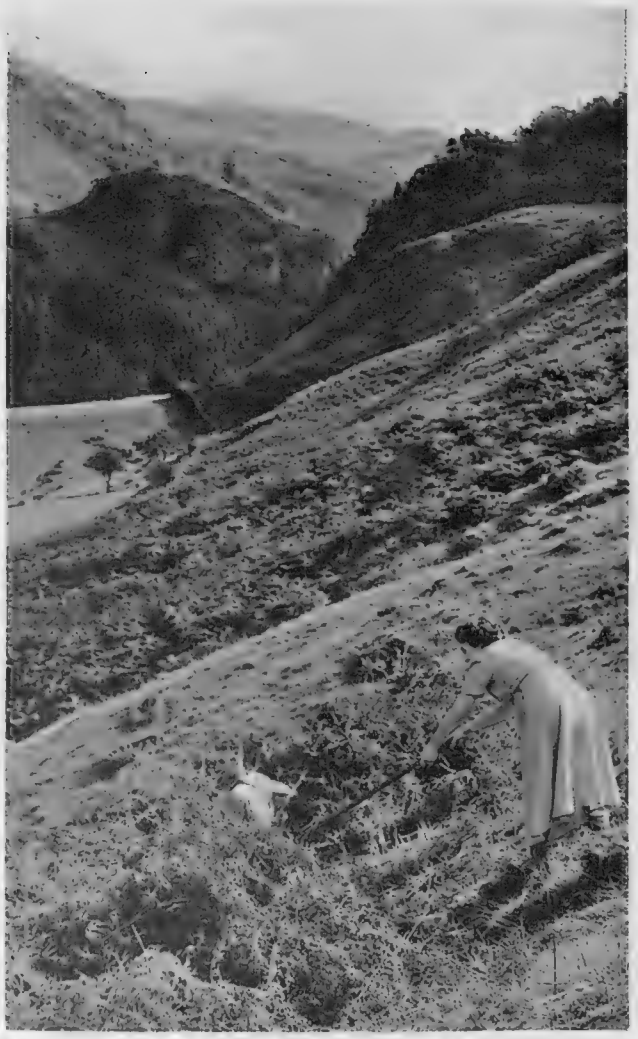
THREE OF THE BIG FOUR AT THE QUAI D'ORSAY : Mr. Dean Acheson, the American Secretary of State, M. Robert Schuman, the French Foreign Minister, and Mr. Anthony Eden, the British Foreign Minister. The first result of the exchanges between the Ministers was to ask the Assembly to take up the question of all German elections on the lines suggested by Dr. Adenauer.

TWO DELEGATIONS FROM THE TROUBLED MIDDLE EASTERN WORLD : *Left*—The delegates of Saudi Arabia seen together at the opening of the Sixth General Assembly. *Right*—The delegates of the Yemen. At a Press conference at the Palais de Chaillot their Egyptian neighbour, Salah ed Din Pasha, delivered a lurid statement on British brutalities in Egypt. There has been no solidarity on the Egyptian question, however, among the members of the Arab League.

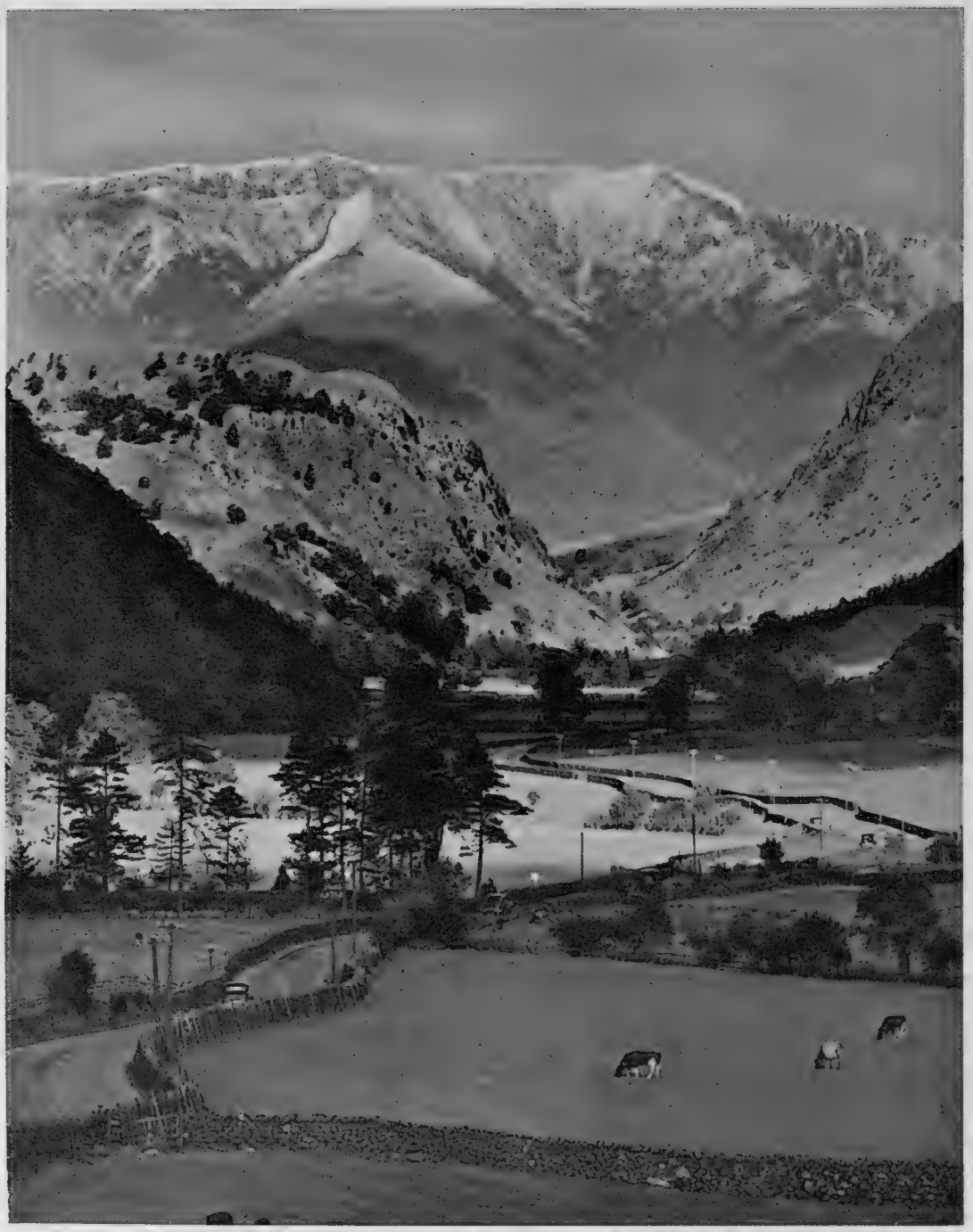
THE PRESIDENT OF THE FRENCH REPUBLIC MAKES AN ELOQUENT APPEAL TO THE DELEGATES OF THE UNITED NATIONS : M. Vincent Auriol addressing the Assembly in his inaugural speech at the Palais de Chaillot. He made a bold appeal for an early meeting in Paris of the four Great Powers in a supreme effort to reduce world tension. His words were instantly interpreted as calling for an exchange of views among President Truman, Mr. Stalin, Mr. Churchill and the French Prime Minister, but later it became known that the words were spoken without previous consultation. The delegates at the Assembly were profoundly moved by the eloquence of the President's speech.

Lakeland Prospect

The First Touch of Winter in Cumberland; New Gifts for the National Trust



HARVESTING BRACKEN ON THE CUMBERLAND FELLS: This picture was taken in the pretty Vale of St. John, near Keswick, in the Lake District. The bracken, which is harvested all over these wild hillsides in the early autumn, is much used in this part of the country as cattle bedding and for "clamping" potatoes.



THE COLD HAND OF WINTER CASTS ITS FIRST PALE VENEER ON THE MOUNTAINS OF CUMBERLAND: This is a view looking down the Vale of St. John, leading from Thirlmere. The sharp, high ridge of the famous Saddleback Mountain, chill in its first mantle of snow, stands above the winding valley. The Saddleback, or Blencathra as it is sometimes called, is 2,847 ft. high, and a favourite of Lakeland climbers, who usually make the ascent from Threlkeld, a little village at the mountain's foot. To the north, behind the Saddleback, are the Skiddaw peak, which rises 3,054 ft. above sea-level, and the lovely moorlands of Skiddaw Forest.

TWO DERWENT WATER ISLANDS ARE GIVEN TO THE NATIONAL TRUST: *On left*—A view of Derwent Island in Derwent Water, Cumberland, one of the islands given recently with an endowment to the National Trust by Mr. Denis Marshall. *Above*—Looking across Derwent Water from Castle Head, a National Trust property. Derwent Island is seen just off the near shore. Mr. Marshall's family has lived in a house on this island for generations. Now he is leaving it for good and the National Trust hope to find a suitable tenant to take his place. The nearby St. Herbert's Island, which is also included in the gift, is thickly wooded and has no buildings. It was the home of the saint in the seventh century.

THE TORONTO WATERFRONT TO-DAY—THE GREAT MARSHALLING YARDS WHICH LIE ALONGSIDE THE NORTH-WESTERN SHORE OF LAKE ONTARIO: Toronto was founded in 1794, its first name being York, on the site of a fort erected by the French in 1749. In the war of 1812 it was twice taken and damaged by the Americans. In 1834 Toronto became a city, but it was not until 1871 that the population really began to increase. At the last census the population was about 667,000.

ONE OF THE POST-WAR ROADS THROUGH THE LAKE-STUDDED FOREST-CLAD AREA OF NORTH-WESTERN ONTARIO: Many lumbering and mining towns as well as fishing and hunting resorts have been established in this part of the province in recent years, among them Kapuskasing, which leapt to renown when it was visited by Princess Elizabeth and Prince Philip during their outward journey on the Royal tour of the Dominion.

CANADA'S VAST INDUSTRIAL STRIDES

AS THE NATION DEVELOPS HER VAST NATURAL RESOURCES THE POPULATION EXPANDS

Canada, upon which world attention has been focused by the Royal Tour, is in the midst of a great era of industrial and natural resources development. In all parts of the country new industries are being started, and existing industries are expanding. Everywhere there is a search for natural resources, and whether in the north, west or east, new mineral finds are leading to the creation of new mining camps. The frontier is continually being pushed back. At the same time Canada's population is increasing at a faster rate than for some decades. Now over 14,000,000 people, Canada's population has been increased considerably by post-war immigration from Europe.

United States capital is playing an important part in this Canadian expansion. More American capital flowed to Canada in the post-war years than ever before. Based on various official Government figures, it is estimated that by mid-1951 the United States had a stake of 6,750,000,000 dollars in Canada, out of a total foreign capital investment in the country of 8,750,000,000 dollars. The bulk of the balance is owned by British and European interests.

Canada is rapidly becoming an industrial counterpart of the United States. It is estimated that in the past decade manufacturing capacity has increased by about 60 per cent. There are now close to 34,000 manufacturing firms in Canada. Leading industries are those processing vegetable and animal products, wood and paper companies, manufacturers producing metal goods, textiles and non-ferrous metal products.

Since 1945 a great many products never before made in Canada have been manufactured in the Dominion, mainly by subsidiaries of American companies, but also branch plants of British, Belgian, Swiss and other European countries. Among American companies which have moved or opened new plants in Canada are a large glass manufacturer who bought a war surplus factory near Toronto to make ovenware, which had never before been made in Canada. Four

(*Continued on following page*)

BAIE COMEAU, ONE OF THE NEWER PULP AND PAPER MILL TOWNS ON THE SHORES OF THE ST. LAWRENCE: This model town is far from any other towns or cities of eastern Canada, and is supplied by air and water only. Baie Comeau is on the north shore of the St. Lawrence opposite the Gaspe Peninsula. At that point the river is over 60 miles wide. Three hundred miles to the north lie the immensely rich iron-ore deposits of Ungava, now in process of exploitation to bolster up America's dwindling resources. Baie Comeau supplies paper for many of the American daily newspapers.

THE FASTEST-GROWING CANADIAN CITY IS VANCOUVER: This is part of Vancouver's residential section. The city on the Georgia Strait is superbly situated, and is at the moment enjoying the greatest era of prosperity in its history. Vancouver's population is now 275,000. The port has direct shipping links with China and Japan and indeed with all the main Pacific ports.

THE SKYLINE OF MONTREAL, THE FIRST CITY OF CANADA: Looking from Mount Royal across the roof-tops of the city to the St. Lawrence River. Montreal has a population of 903,000, and during the warmer months is a port of international importance. If the St. Lawrence Seaway project comes to fruition, ocean liners will steam beyond Montreal and through a series of locks into the heart of Canada.

CANADA'S VAST INDUSTRIAL STRIDES

NEW PICTURES FROM THE EXPANDING DOMINION

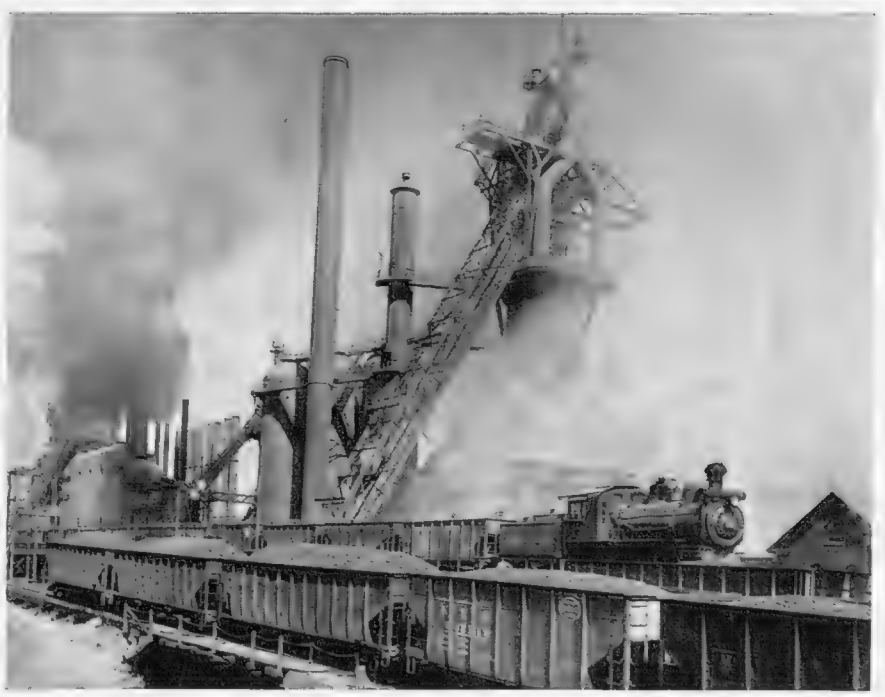
(*Continued from previous page*)

American automobile makers have opened plants in Canada since 1946, so that almost all major makes of automobiles are now made in the Dominion. This also applies to truck and trailer-makers. A big American company bought a Canadian Government aircraft plant and is now making four-engined transports, jet fighters and jet trainers in Canada. British aircraft manufacturers are making jet fighters and components in Canada, and a jet engine.

A number of new American-owned pulp and paper companies have built entire new mills and towns since 1945 in Northern Ontario north of Lake Superior. There are post-war American-capitalised factories making everything from pens to chemicals, and including such items as canned foods, hats, electric batteries, scientific instruments, photographic materials, Diesel-engine electric locomotives, records and radio transcriptions, and television receivers.

And while outside capital has gone into development of new manufacturing facilities, by far the greater amount of American capital has gone into development of natural resources. In Western Canada there has been a vast new oil area unearthed in Alberta and Saskatchewan provinces. In the past three years sufficient new oil wells have gone into production to supply Canada with almost a third of its oil needs. More oil-fields are being opened up, and it is hoped that Canada will soon be able to supply most of its oil needs for gasoline, aviation fuel and fuel oil, as well as become an oil products exporting nation. Much American capital has gone into this expansion. There has been an oil pipe-line built for 1,200 miles from Edmonton to the head of Lake Superior, from where Canadian tankers are taking the western oil to Southern Ontario refineries and new chemical factories. New natural gas pipelines are to be built soon to supply not only Eastern Canada with natural gas from the West, but also Canada's Pacific coast areas and some areas in the North-Western United States.

In another part of Canada there is another natural resources development as important as the oil find. That is in the uninhabited Quebec-Labrador area, far north of the St. Lawrence River. Here there have been major finds of iron-ore and titanium, the latter used for stainless steel and paint industries. Railways are being built to these new ore sites, that to the titanium find already having been completed, and the road to the iron-ore area has been started. It will be a 360-mile road into uninhabited region, and at the mine terminus equipment will be installed to load at least 10,000,000 tons of ore a year into the railway cars, while at the St. Lawrence River terminus docks will be built to handle twice that amount of ore from railways into lake tankers. Till the railway is completed, everything from canned food to Diesel-powered tractors and drilling machinery has been flown in. One iron-ore syndicate is spending 200,000,000 dollars on the development which will supply ore for steel plants in the Cleveland area. An entire new town is being built in the Quebec-Labrador wilderness, with its own electric-power development. First iron-ore is expected to come south on the railway in 1953.



CANADA AS A STEEL-PRODUCER: *Left*—Exploring iron-ore deposits in Northern Ontario. *Right*—A battery of blastfurnaces at one of the great Canadian steel plants at Hamilton, Ontario, where there is now an elaborate expansion programme. Hamilton stands on a branch of Burlington Bay at the west end of Lake Ontario, 36 miles south-west of Toronto. This centre of the Canadian steel industry makes agricultural and textile machinery; also silk, cotton and woollen goods. The city was founded about 1778, the first inhabitants being loyalists from the United States. In the twentieth century it has grown to be the fifth city of the Dominion.

In addition to these major developments, Canada's mineral boom is being pushed in all areas. New uranium deposits have brought about the founding of Uranium City in Northern Saskatchewan. New rich copper deposits have been found on the Gaspe Peninsula of Quebec. There are big new nickel deposits in Manitoba, rich enough to require new railway lines to be built to the area. Gold is still being sought, along with the quest for more strategic minerals. Prospectors and geologists are sent scurrying by air, on foot and by water throughout Canada by the Federal Government and private interests.

In post-war years Canada has become the world's third most important trading nation. Only the people of the United States and Great Britain buy and sell more in the international market. Exports take the form of manufactured goods as well as agricultural products, while imports are largely raw materials, food not grown in Canada, and manufactured articles ranging from household items to the largest machinery. Bulk of the trade in recent years has been between Canada and the United States, from which Canada always imported most of its manufactured products. But because of the international monetary situation, Canada's exports have shifted from the sterling areas of the British Commonwealth and Empire to the United States. To-day by far the greatest amount of Canada's international trade, both buying and selling, has been with its closest neighbour. Nevertheless, Canada is continuing to expand its imports and exports with other countries, most notably with those of the Americas.

About one-third of Canada's national income is from foreign trade. This is due to two factors, mainly. There is Canada's small population over a widespread area, and Canada's vast productive capacity, industrially as well as from agricultural industries. As a result, Canada has gone all-out to develop its foreign trade, and has established trade commissioner offices throughout the world. Where formerly there were few such offices, and few diplomatic offices, since the end of World War II. Canada has opened embassies, legations and trade offices throughout the world. At those outposts of Canadian growth every attempt is made not only to sell Canadian produce, but also to buy produce of the other countries, for Canadians realise that in order to sell their products they must also buy. And so two-way trade is being fostered in every way.

Wherever one travels in Canada, the activity of economic expansion is visible. Housing is still short, and in all major cities suburban housing developments are going up. Industrial expansion, thought to have passed its peak in 1950, is continuing at an increasing pace, though mainly for defence industries.

Canada is still a young country, having become a Dominion only in 1867, and having added Newfoundland as recently as 1949. Since that early consolidation of the various colonies the population has more than tripled, and vast areas have been settled. To-day Canada's status is likened to that of the United States at the end of the Civil War. Canadians feel their country is just getting into its stride as a major nation of the world.

James Montagnes.

CANADA'S VAST INDUSTRIAL STRIDES

MORE PICTURES FROM THE DOMINION

AN OIL WELL "BLOWS IN" IN ALBERTA: In the space of four years Canada's oil outlook has been completely transformed, for since development began in 1947 at the great new oilfield at Leduc, south-west of Edmonton, it has begun to be realised that Canada has sufficient oil resources to supply all her national needs and also to export oil at the same time.

PIONEER GEOLOGISTS AT WORK IN THE FAR NORTH: Taking samples of rock on the shores of a lake in the Great Slave Lake area, which is proving rich in mineral deposits.

THIS IS JUST A PART OF THE LARGEST PRIVATELY-OWNED RAILWAY YARD IN THE WORLD: Freight cars in the yards at Winnipeg. The main lines, it will be seen, run diagonally up the picture, and in the middle distance is Winnipeg Station. Winnipeg is Canada's fourth city, deriving its prosperity from Canada's grainlands. Winnipeg became a city in 1874. There was a trading post there before 1763.

BRINGING ADDITIONAL POWER TO INDUSTRIAL SOUTHERN ONTARIO: Night-work in progress on the 480,000-h.p. Des Joachims development on the Ottawa River. This is one of many large hydro-electric schemes now in progress in the Dominion, where nearly 50,000,000,000 kilowatts of electricity are now generated every year.

LIVINGSTONE

AN AIRPORT AT THE CROSS-ROADS OF AFRICA

A Vital New Link in the Chain of Empire Airfields

Only a few miles from one of the most famous tourist centres in the world—the Victoria Falls—now stands another landmark familiar to travellers on the England-South Africa air route. Livingstone Airport in Northern Rhodesia, in the first year of its existence, has become the Heath Row of Central Africa and now forms a vital link in the vast network of world air communications. Its construction, on a high plateau overlooking the rising spray of the Falls, is a tribute to modern engineering and to the men who overcame innumerable difficulties in the creation of their task. For it was no easy matter to build an airport in the middle of the thick African bush, more especially one which would bear comparison with the most modern European air terminals.

It was not until 1920 that the first aircraft landed in Northern Rhodesia. The machine—a converted Vickers Vimy christened *The Silver Queen*—was being flown by Colonel van Ryneveld and Major Brand on the final stages of a flight from England to South Africa, and it landed at Livingstone not far from the site where now stands the largest airport in Southern Africa. In the comparatively short space of thirty years the progress of aviation in Northern Rhodesia has been truly remarkable, and to-day the Territory can claim to be one of the most air-minded countries in the world.

The new airport, built at a cost of £1,000,000 entirely from the resources of the Territory, was constructed to meet the exacting demands of trunk-route operation, and its standards are high enough to cater for any aircraft now flying or even envisaged for many years to come. Already a number of international airlines are using Livingstone as a staging point on schedule services, including B.O.A.C. and South African Airways, who operate the Springbok route between London and Johannesburg. Next year will see the arrival of the jet-propelled Comet on a regular schedule. On a recent proving flight the pilot of a Comet described Livingstone as one of the finest airports he had ever seen. Apart from the amenities offered by the airport itself, the traveller is within easy reach of the Victoria Falls, and it has become a practice among pilots of incoming aircraft to circle the Falls at least once before landing so that passengers may obtain an unrivalled view of this impressive spectacle. Very often large herds of game can also be seen from the air during the approach to Livingstone, particularly from aircraft coming in from the west or south-west. With Livingstone, the only town within fifty miles of the Victoria Falls, but a short distance away, the airport has more to tempt the world traveller into breaking his journey than any other on the African Continent.

This modern airport with its mile-and-a-half-long main runway standing out as a white strip in the arid brown scrub of the Zambesi Valley retains a tropical atmosphere, as well as providing the maximum of passenger comfort and operational safety. A distinctive note is added to the spacious terminal building by an African mural screen which divides the lounge from the restaurant. The paintings are the work of native artists from a mission school. Another unique feature of this screen is the attractively designed set of panels made with real flowers pressed between glass.

Adequate provision has been made to deal quickly and efficiently with a large number of passengers in the terminal building, which, in fact, has duplicate reception arrangements to cope with the simultaneous arrival of more than one aircraft. In the building are a spacious lounge and well-appointed bar, separate arrival and departure rooms, a dining-room, customs clearance and immigration hall, weighing bays, inquiry desks, a post office, medical consulting room, crash-aid room, airline operators' offices, air crew rest rooms and a separate overnight baggage compartment. The operations block, separated from the passenger-handling terminal by several hundred yards, contains meteorological and aeradio control rooms, airport administration offices, fire-fighting control and airport flying and approach control. The meteorological section includes a number of specially-trained African personnel. Passengers and air crews making a late arrival are accommodated at the Airport Chalet, a mile from the airport, which has twenty beds, a dining-room, lounge and bar.

The decision to build a national airport was made by the Government of Northern Rhodesia in 1946, when the annual revenue of the country was only £3,000,000. Livingstone Airport may have been a bold project, but it was a reflection of the people's faith in the future of their country. It was a venture which will, beyond doubt, assist substantially in the development of this young country.

LIVINGSTONE AIRPORT, NORTHERN RHODESIA, BUILT BY THE ENTERPRISE OF THE NORTHERN RHODESIAN GOVERNMENT AND OUT OF THE RESOURCES OF THE TERRITORY: The airport is so near to the Victoria Falls that the spray can be seen from the control tower which is in the foreground of this picture. The airport was opened last year.

A MODERN AIRPORT IN THE HEART OF AFRICA: *Left*—The well-appointed bar lounge at the Airport Chalet, which lies a mile from the terminal building. The chalet has sleeping accommodation and is at the service of passengers making late arrivals at the airport. *Right*—The control tower seen from the portico of the terminal building. The control tower also contains administration offices and the aeradio control room.

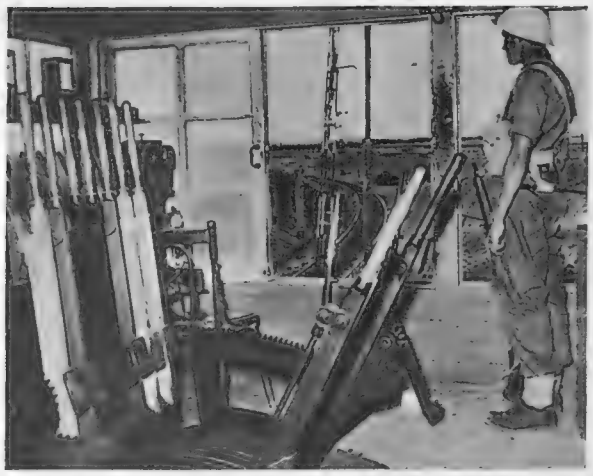
THE ENTRANCE TO THE PASSENGER TERMINAL AT LIVINGSTONE AIRPORT AT THE SOUTH END OF THE "HARD STANDING": This is pleasantly sited amid the trees, and is only one of many charming features of this modern, new airport, sited upon a plateau which enjoys excellent weather conditions all the year round.

THE CITADEL OF SUEZ

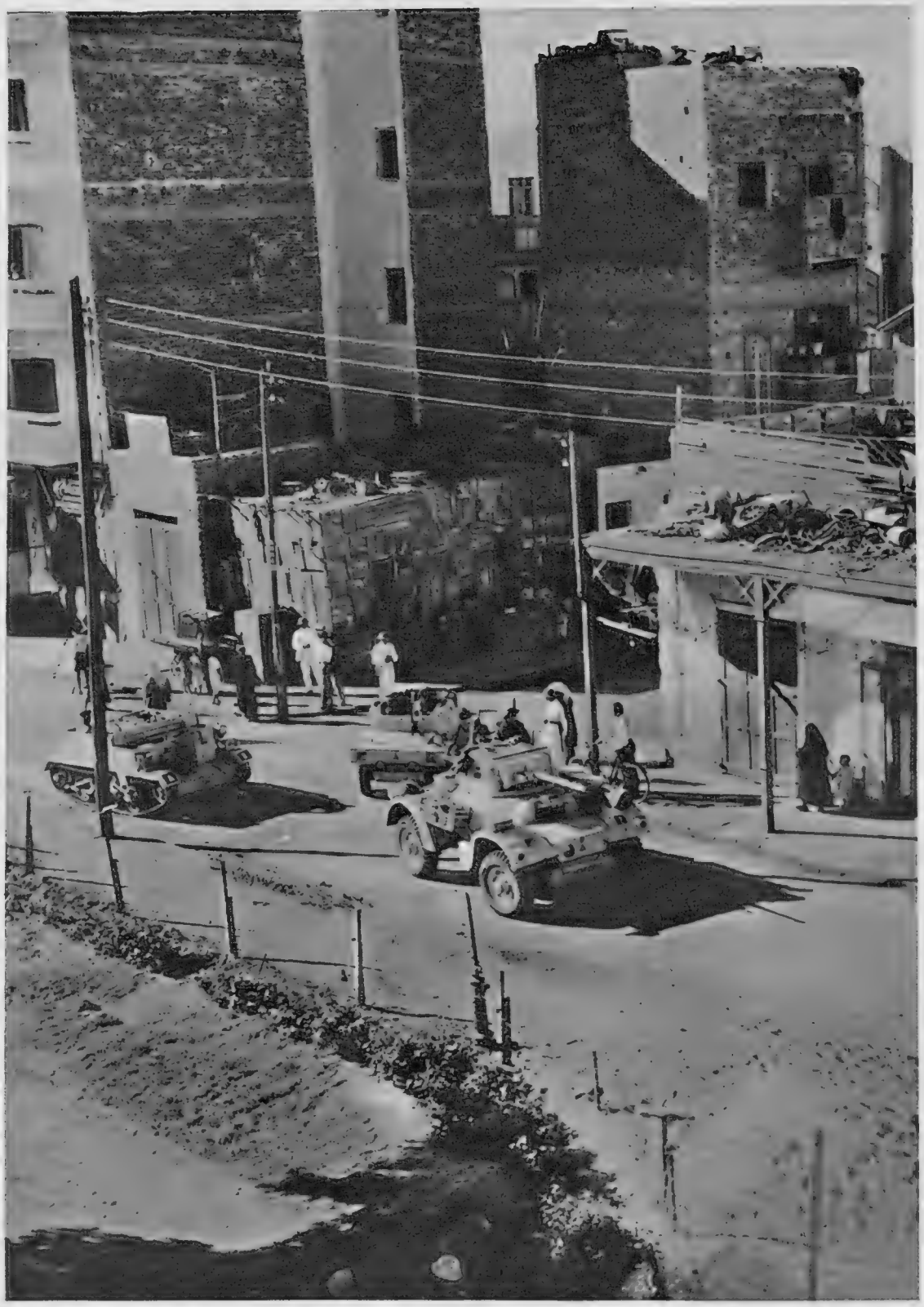
British Forces Guard the World's Most Vital Waterway

EGYPTIAN WORKMEN LEAVE BRITISH CAMPS IN THE CANAL ZONE : The lorry in which they travel is piled high with sacks containing their poor belongings. They are carefully searched for concealed arms before being allowed to leave the area under British control.

SEARCHING PASSENGERS OF AN ISMAILIA-BOUND BUS : Despite stringent British action to prevent the smuggling of arms, it is believed that some weapons are still getting through to terrorist organisations.



THE WATCH AT EL FERDAN STATION ON THE SUEZ CANAL : *Above*—A British soldier keeps a look-out from the signal-box at El Ferdan, where a bridge carries the railway across the canal into the Sinai desert. At least two Egyptians were killed in a clash when British troops took over control of this important bridge, soon after the start of the present crisis. *On right*—A merchant vessel sails northward past a temporary British camp near the El Ferdan Bridge. The withdrawal of labour from the ports of Port Said and Suez has led to the slowing down of traffic through the canal, and a British spokesman has said that the shipping of all nations using the canal, including Egypt, would in consequence be held up. In Suez the intimidation of workers is openly increasing and loud-speaker cars are touring the Arab quarters threatening death to anyone who continues to work for the British. In Port Said thugs making a round of the bars forced the owners to pull down photographs of the King.

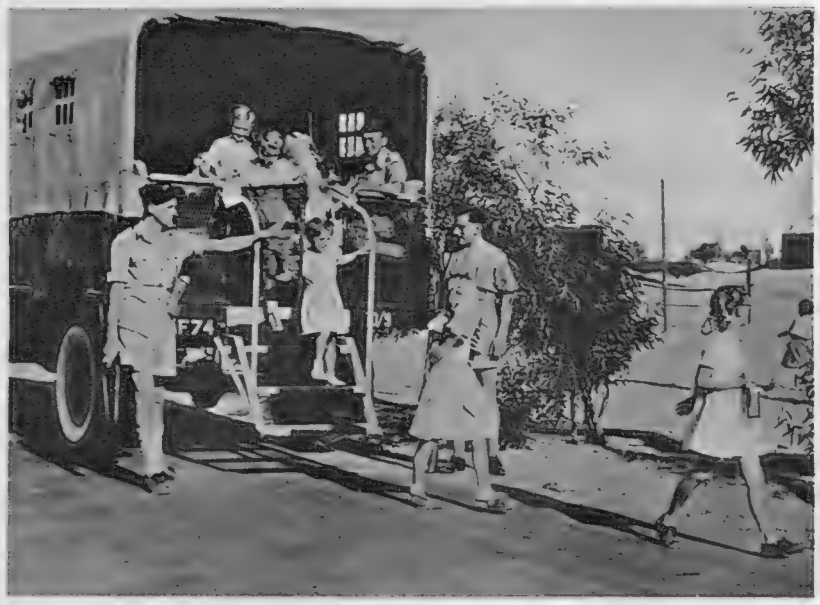


BRITISH ARMOURED CARS AND A BREN-GUN CARRIER PATROL THE EGYPTIAN QUARTER OF ISMAILIA, IN THE CANAL ZONE : Ismailia, a small town half-way along the Suez Canal, owes its prosperity mainly to the use made of it by British troops as a recreation centre. It was the scene of the worst incidents when rioting broke out after Nahas Pasha, the Egyptian Prime Minister, announced the abrogation of the 1936 Treaty with Britain. Since then labourers and shopkeepers living in the town have been forced to leave because of threats from nationalist thugs. It is reported that the workers received pamphlets which read : "Any Egyptian or foreigner who co-operates with the British will be killed and his funds will go to the Freedom Battalions. Co-operators will be shot in one of the public squares by one of the people's courts. Blood—Destruction—Annihilation." British troops must now go armed in Ismailia.

MOBILE BRITISH TROOPS, FOLLOWED BY AN ARMOURED CAR, PATROL A ROAD IN THE SUEZ CANAL AREA : This is a section of the main road between Cairo and Fayid, the British Middle East Land Force Headquarters. The Egyptian Government has been conducting a weighty campaign of diplomatic notes—no doubt with the intention of impressing the United Nations General Assembly, which opened last week—and the British Embassy in Cairo has received a number of formal complaints alleging British interference with normal life in the Canal Zone. The course of justice was upset, it was said, by the British preventing the movement of judges. Public health in Egypt was prejudiced by holding up sewage disposal, by stopping research workers reaching their laboratories and by cutting off the supply of penicillin.

CRISIS DAYS IN EGYPT

While a Solution to the Problem is Awaited, Life in the Canal Zone Jerks Uncomfortably Along



BRITISH CHILDREN LIVING IN THE CANAL ZONE ARE ESCORTED TO AND FROM SCHOOL BY ARMED SERVICEMEN : They are carried in Service lorries and the men accompanying them are armed with Sten guns or with rifles and bayonets. Though families on their way to join Servicemen in Egypt were sent back recently, there is no intention of evacuating those already there.

BRITISH TROOPS SEARCH EGYPTIANS AT A CHECKING-POINT ON THE CANAL ROAD : They may be carrying arms, but more likely they are disgruntled men who have been working happily for the British for many years and have been intimidated into leaving their posts by threats from Egyptian sources.

SOME OF THE LITTLE NATIVE SHOPS AT FAYID WITH THEIR CHARACTERISTIC AND, FOR THE BRITISH SERVICEMAN, NOSTALGIC PSEUDONYMS : Messrs. Burton, McGregor, Marks and Spencer, and Harrods, not to mention Jock the barrow boy, are among the many small shopkeepers who have closed their stores after threats from local police and organisations like the fanatical Muslim Brotherhood.

DISASTER off the NEEDLES

The Treasure-Seeking Schooner "Lamorna" is Driven Ashore in Christchurch Bay During a Severe Autumn Gale

THE TRAGIC END OF A TREASURE-SEEKING CRUISE—MEMBERS OF THE CREW OF THE SCHOONER "LAMORNA" SALVAGE BELONGINGS FROM THE DISMASTED VESSEL AGROUND IN CHRISTCHURCH BAY, HAMPSHIRE: The two-masted schooner went aground during a heavy gale after her crew had been taken off by the Yarmouth, Isle of Wight, lifeboat. She had set sail from Gosport three days earlier with an expedition that was going to the South China Sea in search of Captain Kidd's buried treasure. Of the fourteen members of the expedition, led by Mr. George Shepherd, only three had previous sailing experience. The *Lamorna* was first seen in distress seven miles off the Needles. While the British steamer *Glaucas* stood by, the frigate *Redpole* raced from Portsmouth and succeeded in taking her in tow through the Needles Passage. Later the schooner broke adrift, and while the warship pumped oil on the heavy seas the Yarmouth lifeboat, working under the *Redpole's* searchlight, took the treasure-hunters aboard. The *Lamorna*, then dismasted and badly damaged, drifted down-Channel and grounded in Christchurch Bay, about five miles east of Bournemouth.

THE "LAMORNA'S" OWNER-SKIPPER JOINS IN THE SALVAGE OPERATIONS: Captain A. Conmandareas wades ashore after making a visit to the wrecked 80-ft. schooner on the Hampshire coast.

THE DISMASTED SCHOONER "LAMORNA" AGROUND ON HORDLE BEACH, CHRISTCHURCH BAY: The fifty-eight-year-old skipper of the schooner said that "when the *Redpole* came alongside—I had to admire the way her captain did it—we smashed off our bowsprit." He also said that if there had not been a danger of being driven ashore they would have weathered the gale.

THE END OF MR. GEORGE SHEPHERD'S THIRD BID TO LEAD AN EXPEDITION TO THE HIDDEN TREASURE: The wrecked schooner lying on the shingle after her severe battering by an autumn gale. The other two bids made by Mr. Shepherd were abandoned earlier this year before final preparations had been made. Most of the members of the expedition had left their work to take part in the search for the treasure at a spot marked X on an old map.

AIRCRAFT-CARRIERS AS TROOP-SHIPS

MEN OF THE 3RD INFANTRY DIVISION TRAVEL IN SWIFTLY-CONVERTED VESSELS EN ROUTE TO THE MIDDLE EAST

The Americans call it logistics, but Lieut.-Commander Eroll Bruce, Trooping Officer in H.M.S. *Illustrious*, prefers to call it just plain mathematics. His task has been to convert the 23,000-ton aircraft-carrier *Illustrious* in the space of five days for joining with the 13,000-ton *Triumph*, which has also been converted, in taking 4,000 officers and men of the 3rd Infantry Division to the Middle East. It was an emergency task, and with the help of an efficient slide rule, Lieut.-Commander Bruce completed it on time. The complexity of the operation of transforming the 500-ft.-long hangar of *Illustrious* into a mess deck for 1,500 men was but one of his problems. Hawsers to support hammocks had to be rigged throughout the hangars. Electric hot-boxes for issuing food on a cafeteria system had to be set up, and tables fixed to the decks. Ring bolts had to be welded to the flight-decks in both *Illustrious* and *Triumph* to enable vehicles to be lashed down, and the petrol tanks below the hangars had to be sealed off in order to allow the troops to smoke. When the slide rule had done its task and all was complete, the troops converged on Portsmouth, travelling by special trains from Harwich, Dover, Maidstone and Colchester. On arrival at Portsmouth they marched from the railway station headed by military bands, and at the dockyard went aboard their appointed ships. The troops included the 1st Battalion the Royal Inniskilling Fusiliers, the 1st Battalion the Border Regiment, a battalion of the Buffs, the 3rd Infantry Division H.Q., the 39th Brigade H.Q., a divisional signals regiment, 101 Company R.A.S.C., the 25th Field Regiment, R.E., and R.E.M.E.

THE CARRIER "ILLUSTRIOUS" AS A TROOPSHIP: The 23,000-ton vessel, her flight-deck heavily loaded with vehicles, seen as she set out from Portsmouth

THE DEPARTURE OF THE "TRIUMPH" FOR THE MIDDLE EAST AFTER BEING SWIFTLY CONVERTED FROM AN AIRCRAFT-CARRIER INTO A TROOPSHIP: *Left*—Infantrymen with their hammocks slung in approved naval fashion in the great hangar of the 13,000-ton vessel. *Right*—Troops raise a cheer as they prepare to embark on the *Triumph*. Nearly 4,000 officers and men of the 3rd Infantry Division sailed from Portsmouth last week in the converted aircraft-carriers *Illustrious* and *Triumph*.

NOVEMBER DAYS

News of Home Events in Pictures

THE SENIOR AUSTRALIAN TRADE COMMISSIONER PAYS A VISIT TO LONDON BEFORE GOING ON TO AMERICA: Mr. R. Hazzard is seen with his wife and two daughters, Valerie (left) and Shirley, outside Buckingham Palace during their stay in London. He has now crossed the Atlantic to take up his appointment as Trade Commissioner at the Australian Trade Commissioners Board in New York. Mr. Hazzard has held a similar position in New Zealand.

THE WEDDING OF THE BARGEE SON OF A BARONET: John Knill, thirty-eight-year-old son of Sir John Stuart Knill, and forty-year-old Miss Violette Maud Florence Barnes, after their wedding at the Church of the Sacred Heart, Wimbledon. Mr. Knill owns two canal barges and after a short honeymoon the couple planned to navigate the craft and cargo to Birmingham. Sir John, the groom's father, once described himself as the "Barefoot Baronet" after being evicted from a room in a Scottish castle.

THE RESTORATION OF ST. JAMES'S CHURCH, PICCADILLY, NEARS COMPLETION: A view of the north side of the church showing the new copper roof which has replaced the original lead. The main body of the church is expected to be ready for use next summer, and it is hoped that the building will be completely restored early in 1953. St. James's was severely damaged in the war. The roof was burnt and the north wall was fractured from its foundations to roof level, but the South Aisle was saved and has been used for worship for over ten years. It is the only church built by Wren in London's West End.

PRINCESS MARGARET'S LADY-IN-WAITING BECOMES ENGAGED: Miss Jennifer Jane Bevan, elder daughter of Mr. John and Lady Barbara Bevan of Midhurst, Sussex, and Mr. John Luke Lowther, younger son of Colonel and the Hon. Mrs. J. G. Lowther, of Guilsborough Court, Northampton, seen together after the announcement of their engagement at the beginning of November. The wedding is expected to take place early in the new year. Miss Bevan, who is twenty-three, has been Lady-in-Waiting to Princess Margaret for three years. Mr. John Lowther is a managing director of a City paint firm. He was in the 60th Rifles, but was invalided out after losing a foot in action in Belgium.

A RED-LETTER DAY IN THE ANNALS OF FREEMASONRY: *Left*—Freemasons gathered outside the Albert Hall prior to the Especial Grand Lodge held by the Deputy Grand Master, Lord Derby. The big moment of the day was when Lord Scarbrough, who is seen (*on right*) on his arrival, was installed as Grand Master of the United Grand Lodge of England. He is the fifth to assume the office since the beginning of the century. In his speech the Grand Master declared that two world wars and the disturbance of life that followed had not had the destructive effect on Masonry they had had on other features of our national life. Men still wanted to join the craft, and when they had joined the great majority remained active in it. In the last forty years the number of lodges had more than doubled. "Neither wars nor any other tempests have moved our ancient landmarks," he said. "We require of every one of our members a belief in God, and our standards of conduct are based on the Volume of the Sacred Law. These are our essential landmarks," declared Lord Scarbrough.

THE SPANISH STEAMER "MINA CANTIQUIN" AGROUND ON THE CORNISH COAST: The Coverack lifeboat rescued the crew of seventeen of this 662-ton coaster when she struck a rock 50 miles from the Black Head in a south-easterly gale recently. In this picture she is seen fast on the Manacles Rocks, heavily pounded by the waves. Two days after the wreck the Coverack lifeboat went back to the vessel and made an unsuccessful attempt to find Pedro, the ship's dog, which had been left behind.

GALE DAMAGE IN THE HARBOUR AT PENZANCE, CORNWALL: The gales that ushered in November wreaked havoc around the coasts of Britain. Even vessels in harbour at Penzance were severely damaged. This picture shows the fate of three that broke adrift: in the foreground is a sunken landing-craft, which had been used for salvage work on the hulk of the old battleship *Warspite*; on right is the S.S. *Barnett*, listing badly after the storm; the third, another salvage vessel, the *Disperser*, is seen on left.

THE NEW MUNICIPAL BUILDING AT BRISTOL, WHICH IS NOW NEARING COMPLETION: It was begun before the war at an estimated cost of £370,000, but its final cost will approach £1,000,000. The building has been the subject of severe criticism and there are many who feel that the architect, Mr. Vincent Harris, who was recently awarded the R.I.B.A. Gold Medal, has failed in his object of achieving a balance with the building against the Cathedral and the University Tower. In spite of official approval, there were strong public protests when College Green, seen in the foreground of this picture, which had been raised several feet in the eighteenth century, was dug up and lowered, and when Queen Victoria's statue, the High Cross and certain trees were removed to make way for the new building. Gilt unicorns, adorning the city arms on the building, were purchased at a cost of £1,000 each and caused further controversy. The latest addition to the building is an 8-ft. statue of John Cabot, commemorating the first voyage to the American mainland.

BASUTO CHIEFTAINS AT THE OPENING OF THE NEW PARLIAMENT: Mantsebo Seeiso, O.B.E., the Paramount Chieftainess of Basutoland (centre), and her twelve leading chiefs and advisers with Sir Ian Fraser, the blind M.P., on the terrace of the House of Commons after they had attended the opening of Parliament last week. The Chieftainess, who heard the King's speech read, had lunch with Sir Ian.

MISS MONICA DICKENS WITH COMMANDER ROY OLIN STRATTON, OF THE U.S. NAVY, TO WHOM SHE RECENTLY BECAME ENGAGED: Miss Dickens, a famous author herself, is a great-granddaughter of Charles Dickens. She met her fiancé, who is at present stationed in Washington, on a flight from Glasgow to London while he was here on a research project. They plan to get married in the spring.

THE OPENING MEET OF THE WHADDON CHASE: Hounds about to move off to draw after meeting at Creslow, the residence of Mr. Gee, near Winslow, Bucks. Most of the leading packs held their opening meets in the first days of November after completing the two months or more of cubbing. Hunting is not flourishing in the provinces as it did in pre-war days, but many of the farmer's packs enjoy a most enthusiastic following.

The Cave-dwellers of PURULLENA

Picturesque Homes Carved from the Rocks in the Strange Andalusian Countryside East of Granada

The notion of people living in caves conjures up all sorts of privations. But the people of Purullena, in Andalusia, are quite content with their homes, hewn out of the loess of the mountains. If they give the matter a thought, they probably realise that a cave in the sunny South of Spain is a much better proposition than a tumbledown house in some industrial city of Northern Europe.

The Purullena caves are delightfully cool during the hot Andalusian summer, but grow warm and snug when the winds of winter blow across the arid plains. They are not natural caves, but carefully designed dwellings, carved out by hand from the rock. In each cave village there are one or two "picadores," or pick-men, whose skilled trade it is to hew out these houses from the rock. The cave-dweller can have his home cut to his own design and requirements; if his family increases, he calls in the picadore to make a new room.

The caves are anything but primitive. Most of them have electric light and power plugs, radios and large comfortable fireplaces with chimneys bored up through the solid rock right to the top. Some even have modern bathrooms. A few have two storeys, with a spiral flight of steps carved to the upstairs bedrooms, which have windows cut through to the front. The family donkey is usually housed in a stable cave carved out next door, and even the pig may have a little cave to himself.

In the old days the cave-dwellers paid no rates or taxes. Then for a few years the Government demanded a tax of 1s. per cave per annum, but this has lately been abolished. The land is owned communally by the villages, but any villager can carve out a cave anywhere he likes, subject to the mayor's approval. If he rents a cave, it will cost him about 15s. a year, all in, with a further 8s. a year for services such as electricity, rubbish disposal, and so on. The cave-dweller has no house repairs to think of, no roof to leak, and no worries about fire insurance.

SOME OF THE CAVE HOUSES OF PURULLENA, IN THE HEART OF ANDALUSIA: The caves are dug out in the soft loess formations and the openings are whitewashed in order to resemble the façades of houses. Some of the houses have attractive ornamental friezes of tiles and more often than not a vine grows along the wall.

THE FANTASTIC LANDSCAPE OF PURULLENA MADE EVEN MORE REMARKABLE BY THE HOMES OF THE VILLAGERS CARVED FROM THE LOESS FORMATIONS: *Left*—The canyon of red cliffs with whitewashed entrances appearing at the base of every rock formation. *Right*—A housewife passing a beehive-like chimney of a cave dwelling hidden below her in the rock. Some of the cave-dwellers of Purullena are peasants employed in the beetroot sugar industry of the district. As their families increase in size so do their homes, as it is a matter of no great difficulty to create new rooms, the work being invariably entrusted to the local picadores, or pick-men.

The grocer's wife in Purullena village, talking in their cave general store, carved out of a big pyramid of rock, explained that the four-room cave cum shop had cost about £12 in wages to picadores. The shop has big double doors and a large window, making it light and airy. Behind it, a large bedroom gets no daylight, but is fitted with electric light. On the whitewashed walls hang gleaming copper pots and pans.

Purullena village is a Walt Disneyish canyon of weird red cliffs and pyramids of rock, dotted with windows, outlined in whitewash, and here and there sprouting adobe chimney cones, perched like bee-hives on the rock. In the middle of the day not a soul is to be seen; everybody is enjoying the siesta in the coolness of the caves.

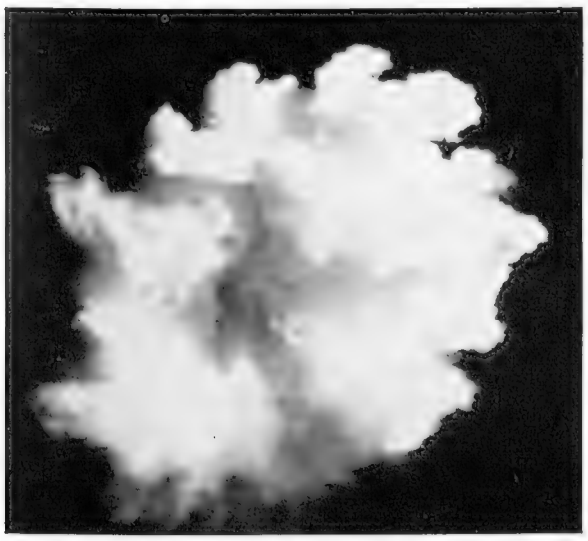
There are 2,000 inhabitants, most of whom have lived in caves all their lives—and their ancestors before them. There are only three houses to be seen: the school, the police station and the doctor's house. The school is free and compulsory, and each person pays an annual fee of 5s. for medical attention (not including medicines). The people are mostly farmers, who cultivate the surrounding plain. They have a system of irrigation, owned in common, and each man is entitled in turn to one hour's use of the water. Although Purullena lies in a dry and dusty part of Spain, they raise good crops of wheat, olives, maize and a little beetroot.

Most of the peasants have owned their own land, now valued at about £12 an acre, for generations, but they must give 80 lb. of produce a year to the State, in lieu of taxes.

In these days of housing shortages, lack of materials, and high taxes, there is something to be said for living in a Spanish cave!

HIGH SUMMER IN ANDALUSIA: A villager and his wife with some of the wheat they have harvested. In the middle distance on the left is the entrance to their cave residence, which is delightfully cool in summer and warm in winter. The region is arid, but the villagers have a communal irrigation system which enhances the crops.

THE TWENTY-SECOND ATOM BOMB EXPLODED BY THE UNITED STATES MUSHROOMS SKYWARDS ABOVE FRENCHMAN'S FLATS IN THE NEVADA SAGEBUSH COUNTRY: The picture *on the left* was taken one minute after the explosion, the fifth in the latest series, and the picture *on the right* was taken after three minutes had elapsed. It will be seen how the long thin pillar of radioactive smoke broadened out as the seconds ticked by, and it was finally carried away by the high winds. The explosion of bomb No. 21, the fourth of the present series, was of special interest, as it provided a field test of the new atomic weapons, 1,200 soldiers being brought into the area, digging their foxholes about six miles from the scene of the explosion. The troops were given demonstrations in how to decontaminate radioactive equipment.



THE RADIOACTIVE CLOUD FROM ONE OF THE LATEST ATOMIC BLASTS: It was reported from Rochester, New York State, about 2,000 miles from the Nevada test site, that the radioactive dust from one of the explosions caused a plant manufacturing photographic paper to be closed down temporarily.

ATOMIC CLOUDS OVER NEVADA

Further Atom Bomb Explosions in the Sagebush Country

The first atom bomb in the world was tested at Alamogordo, New Mexico, on July 16, 1945, and as a result of that vast experiment the mightiest empire the East has ever known was brought to her knees, for subsequently in that year the only two atomic bombs dropped in warfare fell on Nagasaki and Hiroshima in Japan. In 1945 Nos. 4 and 5 were tested at Bikini Atoll in mid-Pacific, and three more were set off at Eniwetok in 1948. Last January and February atom bombs No. 9 to 13 were exploded in the new Nevada testing station of the Atomic Energy Commission, and now comes a new series of even greater significance, planned, it seems, in order to test the use of the atom bomb as a weapon for the support of ground troops.

THE WRITHING MUSHROOM CLOUD AND ITS HALO: This was the result of atom bomb No. 20 and the third of the latest series instituted by the American Atomic Energy Commission.

THE END OF THE "MAIPU"

After Her Collision With a U.S. Troop Transport Fifteen Miles Off the German Coast

Despite the thick fog which had brought most coastal shipping to a standstill, several small ships put out from Cuxhaven and Bremerhaven when it became known that the 11,515-ton Argentine motor-vessel *Maipu* had been in collision with the U.S. transport *General M. L. Hersey*. The collision took place just before eight o'clock in the morning and the Argentine motor-vessel, whose port side had been torn open, sank at noon. Although several persons were injured when the collision occurred, no lives were lost. The *General Hersey*, which had 3,000 troops on board, mostly members of the 43rd Division, destined for service with General Eisenhower's forces in Europe, immediately sent boats to the *Maipu* and began taking on survivors. Later the *General Hersey*, herself badly damaged, made her way into Bremerhaven. The *Maipu*, which belonged to the Dodero Line, of Buenos Aires, was put into service this year. She carried 80 passengers.

THE ARGENTINE MOTOR-SHIP "MAIPU" BEGINS TO SINK AFTER HER COLLISION WITH THE U.S. TRANSPORT "GENERAL M. L. HERSEY" 15 MILES OFF THE GERMAN COAST: The collision took place in fog three miles north of the Weser Lightship, just outside the Weser Estuary. All the *Maipu's* passengers were taken off by the troopship's lifeboats and small craft which put out from Cuxhaven and Bremerhaven.

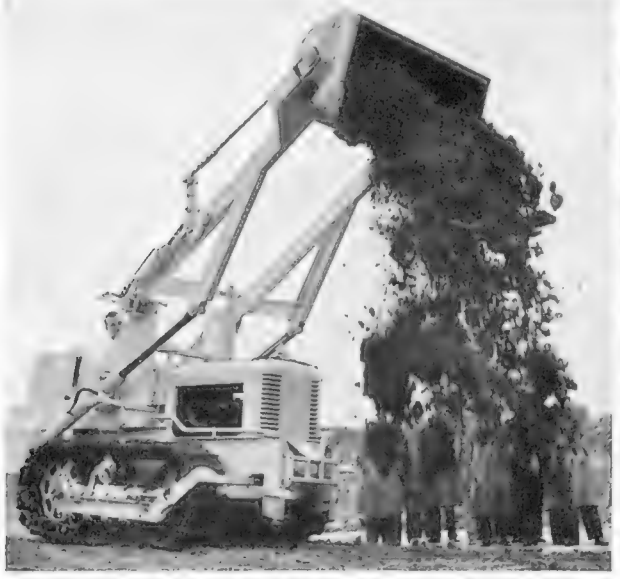
THE "MAIPU'S" PASSENGERS ARE TAKEN ON BOARD THE UNITED STATES TROOPSHIP: At the top of the picture a U.S. soldier is seen assisting a woman passenger who has a child strapped to her back. The passengers and crew of the *Maipu* showed calm and discipline during the rescue operations.

WITH HER BOWS SMASHED IN, THE U.S. TROOP TRANSPORT PUTS INTO BREMERHAVEN: The 10,034-ton *General Hersey* had only just left Bremerhaven when the collision occurred. During the rescue work visibility was reduced to less than 200 ft.

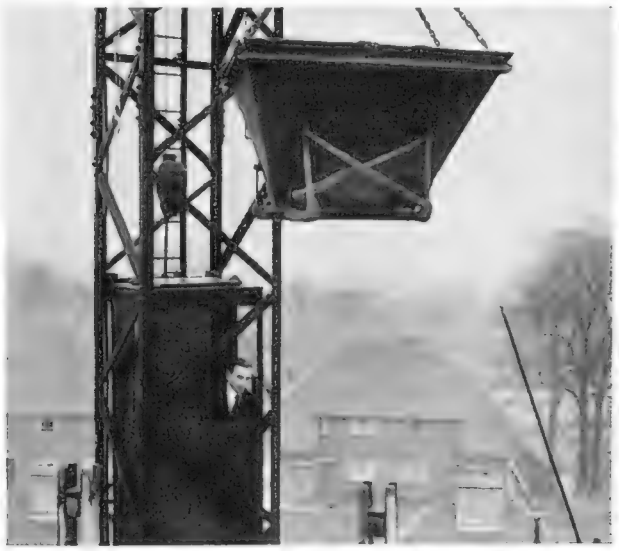
RESCUE OPERATIONS OUTSIDE THE WESER ESTUARY ON THE MORNING OF NOVEMBER 4: *Left*—The scene as one of the lifeboats came alongside the *General Hersey* with survivors from the *Maipu*. *Right*—Another lifeboat returns to the transport. In the background is the tug *Danzig*, which rushed to the aid of the *Maipu*. These pictures were taken by Clinton Cram, a staff photographer of the *Providence Rhode Island Journal*, who was on board the troopship when the collision occurred.

AIDING THE DRIVE FOR MORE HOUSES

NEW EQUIPMENT AND NEW TECHNIQUES DEMONSTRATED IN LONDON AND THE PROVINCES



THE DRAGON SHOWS ITS TEETH: This new British Dragon Diesel Industries Tractor has just been demonstrated for the first time in England at King's Langley, Buckinghamshire. Here the mechanical shovel attached to the crawler tractor is seen in process of tipping its load of earth. The new equipment would seem to commend itself particularly in the preparation of building sites, and it may well be that it will play its part in the Government's plan for extending building.



A MACHINE DESIGNED TO REDUCE THE HANDLING OF MATERIAL ON BUILDING SITES: The mobile tower crane being demonstrated at a block of flats now under construction on Denmark Hill, in South London. This new kind of crane designed at a Government Research Station could double the speed of house-building.

THE MOBILE TOWER CRANE IN ACTION: The crane seen in operation on a Denmark Hill site. The main difference between the tower crane, which runs on rails, and ordinary cranes is that the jib, instead of rising diagonally from the base, works horizontally from the upright structure, enabling materials not only to be lifted vertically but moved horizontally across a building site to the spot where the craftsmen need them. The number of bricklayers working on a site can be doubled because of the extra rapid delivery of bricks. The crane is also used to remove excavated earth, unload material from lorries, lift joists and window and door-frames, roofing timbers and tiles.

***On left*—THE BLOCK OF FOUR TERRACE HOUSES BUILT TO A WINNING DESIGN IN WINCHESTER ROAD, DELAPRE, NORTHAMPTON:** In November 1950, *The Builder* newspaper organised an architectural competition, the aim of which was to prove that an "intermediate" terrace house to accommodate a family of five could be built for not more than £1,000, based on costs ruling at December 31, 1950. The results of the competition were announced in February, when the first prize was awarded to Mr. J. L. Womersley and Mr. G. Hopkinson, Borough Architect and Deputy Borough Architect respectively to the County Borough of Northampton. The winning design showed a house capable of being built at that time in numbers at £950 and let at a net rental of 11s. 3d. per week. This block of four terrace houses has now been built at Delapre, Northampton, in accordance with the design. The certified cost of the intermediate house is £1,083, at which price the house can be let at a weekly rental of 13s. 2d., exclusive of rates. The increase of £133 over the estimated cost of £950 is represented as to £120 by national increases in cost of materials and by higher wage rates, the remaining £13 being accounted for by improvements made during the course of construction. The houses were erected in precisely 3½ months. At the present cost levels four houses to this design could be provided for the cost of three of the type now being built.

MORE CARS FOR THE HOME MARKET?

A Probable Outcome of the Change in Government

BY "THE SPHERE" MOTORING CORRESPONDENT

MOTORISTS everywhere will be wondering if a Conservative Government is going to make things easier for them. I 'm sure it will, in the long run, but we must be patient and not expect spectacular changes. The Tories have inherited vast financial burdens and man-power problems, and they may not be able to make motoring cheaper by such obvious expedients as reducing the purchase tax on cars or by cutting the tax on petrol, which now totals 1s. 10½d. on every gallon of fuel you buy.

Be assured, though, that they will apply a very firm brake to the rising costs of motoring. For their attitude to car ownership is different from that of the outgoing Government. Unlike the Socialists, who regard motorists as a Chancellor's milch cow, the Tories realise what an important part Britain's fleet of private cars plays in the country's overall transport set-up.

They will not, by their very nature, remain indifferent to the fact that Britain's cars are rapidly becoming a race of old crocks, many of which are downright dangerous, while most are costing their reluctant owners a small fortune in repair bills. So I expect the Conservatives' first big move affecting motorists will be an increased allocation of new cars to the home market to replace vehicles which should have gone to the scrap-heap long ago.

Of the 2,200,000 cars now on the roads of Britain, no fewer than 1,250,000 are already at least twelve years old and 700,000 are more than fourteen years old. "It is a state of affairs which must be remedied," said Mr. Arthur Hall, president of the Motor Agents' Association, speaking at their annual dinner at the Dorchester. "Before the war the average life of a car was between seven and eight years, so to-day more than half the cars on the road are nearly twice the normal age. Parts for many of these older cars are becoming unobtainable. Many of these vehicles are beyond economic repair, and it is becoming wasteful of money and effort to keep them in a proper state."

In allowing more cars to come on to the home market, where there is still a backlog of a million orders, the Conservative Government would not be overlooking the importance of the motor industry's export trade. That, indeed, is making a vital contribution to Britain's economy, and the new Government will do all it can to spur the industry to new achievements overseas.

One way in which it will probably try to do this is by giving Britain's car builders more of the raw materials they need before their factories can work to full capacity. In 1950 we built more than 522,000 cars —a record. But the Society of Motor Manufacturers and Traders says the industry could build 250,000 more with their present facilities if they had enough steel and other materials. The point will not be lost on the Tories that capacity production would bring down prices and help the industry to meet the growing competition, in their export markets, of low-priced cars built in Germany and France.

Out With a Velox.—Motoring correspondents pay a good deal of attention to what their wives say when they are road-testing new cars. Their comments are usually rather extreme. They either like it very much or not at all.

We had not gone very far in the new Vauxhall Velox before it was apparent that opinion from the passenger seat was going to be favourable with a capital F. "Ah! Now I rather like this one," I heard her say as if savouring a vintage claret. "What an improvement on the old one! How roomy she is and how nicely she rides! I could stand a lot of this motor-car. How much are they asking for it nowadays? £802 all in? Nonsense!" And I had to produce the catalogue before she would believe me.

It really is good value, this Velox. The 2¼-litre 6-cylinder overhead valve engine gives an exceptionally smooth, quiet ride, with excellent top gear performance and an acceleration which, particularly in the higher speed range, shows an improvement on the old Velox. But the big thing about the new model—one of the few really new cars at the Motor Show—is its increased roominess. An entirely new body gives 5 ins. more in the width of the front seat, and the rear seat is more than 1 ft. wide. There is more leg room at the back, and luggage space has been increased in a boot which is ingeniously unlocked by pressing a button inside the car. The old Velox was a four-seater. The new one has plenty of room for five people and it will take six in reasonable comfort.

Top speed is nearly 80 miles an hour and you can get 25 miles to the gallon if you don't drive too fast. The bonnet is rather high and prevents your seeing the near front wing, but the curved windscreen and large rear window give good all-round vision. In the advanced styling of the new body the traditional Vauxhall bonnet flutes have been retained, but the firm's bird mascot — the wyvern — has been dropped after many years. Perhaps the most interesting mechanical change in the new Velox is the use of coil springs and wishbones in place of torsion bars for the independent front suspension. She rides very well and steering is light.

Small Economy Cars.—Did you notice, in your Motor Show reading, that Sir Miles Thomas, of British Overseas Airways, and Viscount Nuffield, his old chief, have been writing about small economy cars? In an article in the *Financial Times* Show Supplement, Lord Nuffield states that production could be increased by some 30 per cent. if a change-over were made from large to small cars, from the same amount of material.

Very soon afterwards Sir Miles Thomas—who manages to keep in journalistic practice despite the onerous job of running our State-owned B.O.A.C. —had one article published in the *Sunday Times* and another in the *Autocar* urging the motor industry to concentrate more on the production of small, inexpensive economy cars. "As one who might be called an international observer," says Sir Miles, "I am given to wonder whether Britain is really seizing what appears to be a golden opportunity to consolidate her position in the automobile markets by concentrating on these very small economy cars."

The need, he says, is for a car that is even more economical to build than the Morris Minor, whose "target" price was £125 when first conceived. And he suggests that the remarkable racing performance of Britain's new 500-cc. cars, powered by single-cylinder motor-cycle engines, "is a pointer towards their development in more sober guise as cars for Mr. and Mrs. Owner-Driver."

B.A.R.C Activities.—The annual dinner of the British Automobile Racing Club in the Grosvenor House Hotel was the best-attended and one of the most enjoyable gatherings of the kind I have ever attended. Close on 900 members and friends took part in the jollifications, which were a happy blend of good eating, witty speeches, crisp cabaret and—yes, dancing.

The Duke of Richmond and Gordon, at whose Goodwood race-track the club runs its meetings, and who is president of the B.A.R.C., announced that the membership has risen to 4,600. He praised the work of secretary John Morgan and welcomed a number of famous visitors, including Lord Brabazon of Tara.

THE GERMANS SET A NEW MARK FOR THE MOTOR-RACING WORLD: The German motor ace, Ferdinand Lehder, seated in his midget N.S.U. racing car of 500 cc. just before setting out on a record-breaking run at Munich. He bettered two speed records set up in 1949 by Lieut.-Colonel "Goldie" Gardner in an M.G. The new records are: 163·1 m.p.h. for the kilometre and 158·9 m.p.h. for the mile (both flying starts). Gardner's speed was only slightly less for the same distances.

HERMAN BOHM TRAVELLING AT SPEED IN HIS SUPERCHARGED 500 CC. MOTOR-CYCLE WITH SIDE-CAR: He reached a speed of 153·76 m.p.h. in the Flying Kilometre and 153·15 m.p.h. in the Flying Mile. Both the motor-cycle records and the car records noted above were achieved on the autobahn between Munich and Ingoldstadt.

NORTHWARD HO!—THE PROGRESS OF A DISTILLATION COLUMN, WEIGHING 55 TONS, FROM A LONDON WORKS TO THE SITE AT GRANGEMOUTH, NEAR THE FIRTH OF FORTH, WHERE IT IS NOW BEING INSTALLED ON THE PROPERTY OF FORTH CHEMICALS LTD.: The column, which is 136 ft. long and 14 ft. 6 ins. high, is seen in this picture in Victoria Street, London, on Sunday, October 28. With police assistance it proceeded against the traffic through Grosvenor Place, thus avoiding the big bend near the statue of Marshal Foch. The column then proceeded via the Edgware Road to North London and by easy stages north across the Border into Scotland. Transportation of the column was undertaken by the E. W. Rudd Heavy Haulage Service, Special Traffic (Pickford) Division of British Road Services. Traction was provided by two 45-ton Scammells, and the column was carried on two trailers spaced approximately 60 ft. apart. Forth Chemicals, the consignees, was formed in April 1950 by British Petroleum Chemicals Ltd. and Monsanto Chemicals Ltd. British Petroleum Chemicals Ltd. is jointly owned by the Anglo-Iranian Oil Company Ltd. and the Distillers' Company Ltd. The first products of the factory which is now under construction at Grangemouth will be monomeric styrene for the British plastic industry.

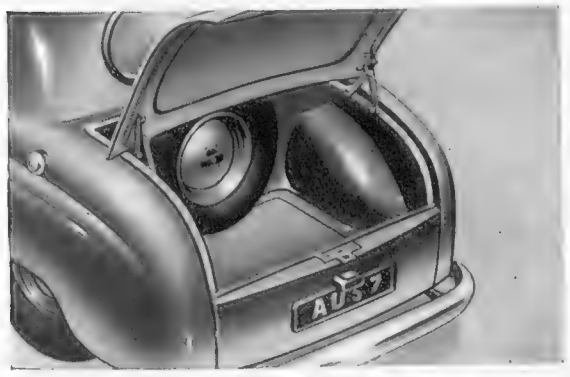
Bugatti Junketings.—Another enjoyable party was the dinner and dance of the Bugatti Owners' Club at the Dorchester. The chief guest was M. René Bolloré, who married the widow of the famous Ettore Bugatti and who is the new driving force behind the Molsheim factory. It was announced that in addition to the new 3·3-litre Type 101 Bugatti which was on show at the Paris Salon the firm is also planning to build a smaller model. M. Bolloré told me he is bringing a Type 101 "Bug" to England soon to give members of the Bugatti Club a chance of trying it out.

Fangio's Latest.—The felicitations of all motor enthusiasts have gone out to Juan Fangio, the Argentine driver, on winning the Spanish Grand Prix at Barcelona in his Alfa-Romeo and becoming world champion for 1951 with six points more than the runner-up, Italy's popular Alberto Ascari.

Fangio is undoubtedly the finest driver racing to-day, and all who have seen him in action at Silverstone have marvelled at his uncanny skill.

ELBOW ROOM

Comfort-for-four on seats of foam rubber trimmed with leather cloth. Adjustable front seats. Glove compartments for driver and front-seat passenger. Easy-to-see, easy-to-reach controls on a stylish fascia.



STOW-AWAY

Ample space for luggage in the capacious rear boot.

The brilliant

NEW AUSTIN SEVEN

The New Austin Seven will add fresh laurels to Austin's name for record-breaking dependable cars. Vivid in performance . . . its 30 b.h.p. 4-cylinder high efficiency O.H.V. engine gives you an easy 60 m.p.h. Gratifying in economy . . . petrol consumption reaches up to 50 m.p.g. Generous in comfort . . . room for 4, with easy access through four rear-opening doors and independent front suspension to level out the rough spots. Truly a remarkable car, with a great reputation behind it and a great history ahead.

AUSTIN—you can depend on it!

The World of Books—By VERNON FANE

BEATTY, KEYES and the NELSON TOUCH

Two Sailors Who were Great Fighters are Revealed to the World in Two New Volumes

ADMIRAL OF THE FLEET LORD BEATTY was nearly everything that the English demand in a national hero: he had exceptional good looks, courage, a romantic dash, was an outstanding horseman and, before and above all these things, a sailor dedicated to the Royal Navy. In the lifetimes of my contemporaries—and I think for many years after—he will be remembered not only for the naval actions he fought, and his influence in the Fleet, but for his physical presence. This, in its brusqueness and gaiety, in the deep affection for his family and in the overriding interest in the Navy, its ships and its men, was unique, and those of us who did not know him can recapture something of the look and sense of the man in Rear-Admiral W. S. Chalmers' book, THE LIFE AND LETTERS OF DAVID BEATTY (Hodder and Stoughton. 25s.).

Here you will find the outline of his career and, in the last pages, its detailed stages, and here also are extracts from his letters to friends, and to the wife for whom he felt such a deep affection, but whose restless, unhappy nature made Beatty's secret tragedy. His letters to her often make heart-breaking reading when one considers their dates and the problems he was facing at the same time in his official life. In 1922 he writes to Lady Beatty at Biarritz: "You have a great deal to live for. I am a public man, and I have a right to ask you to do all you can to make yourself well, so that you can be of assistance to me in my life. . . ." And a month later: "You must not think there is a seething world of gaiety going on that you are not invited to." Again, when his wife proposed visiting Coué, who thirty years ago was a world-famous advocate of self-cures through self-suggestion, "I cannot think you are a type of person who would readily yield to suggestion." It was the unhappiest of situations, in spite of their mutual devotion to their sons; yet when Lady Beatty died he wrote to an old friend to thank him for being at his side "on the worst day of my life."

I have lingered on the letters, but in fact, though in this volume they form only about a third of the content of the book, they are in a way its key, whether to his personal difficulties, his nature or his private opinion of public people. In this connection, whether on the subject of Mr. Churchill, the former naval person, on Lord Fisher, Lord Jellicoe, or simply the character of the British seaman, what he says is valuable not merely because of its source but because of its acuity and superb good sense. This is a book to read and to keep.

"Courage is the thing," said Barrie once, and that line is printed on the title-page of General Aspinall-Oglander's biography, ROGER KEYES (Hogarth Press. 25s.). Lord Keyes, the hero of Zeebrugge, had this in common with Lord Beatty—that he was a legend during his own lifetime, which lasted until the end of 1945. He, too, was a man who had the Nelson touch and who knew how to make it effective in action. He had a sympathetic and very human warmth and at the same time he had a capacity for pin-point exactitude in planning and a notion of discipline that made him the great sailor he was.

Keyes' career was not only a long one—1885 to 1945—but one of great variety, partly because of the official circumstances of his various postings, and partly because he was a man who loved adventure and towards whom adventures seemed naturally to gravitate. He was a born fighter, and remained one even in his old age, as shown by a letter of his written only a few months before his death—"I am well on the mend, and full of fight."

There is a vogue, which one can only hope is a fleeting one, for books about German military figures which range from *apologias* to practical eulogies. One such book by a British author has even been filmed at enormous expense and with great technical skill in the United States. The current effort is a more serious affair, being a consideration of the career and trial of Field Marshal von Manstein, who was a nephew of Hindenburg's, of the old Prussian military caste, and who was eventually sentenced to twelve years imprisonment by an Allied court. MANSTEIN: His Campaigns and His Trial (Collins. 15s.) has been written by Mr. R. T. Paget, K.C., who was his counsel for the defence and who feels, with some force, that there remains a great deal to be said about the trial and its effects. The book is highly controversial and that, I imagine, is its purpose. In his foreword Lord Hankey writes: "The proud story of British justice is occasionally marred by shabby episodes where the national character falls below its accustomed standards of chivalry, honour and common sense . . ." but he also describes such mitigating features of the Manstein trial as the protests which were raised in both Houses of Parliament at the delay in holding the trial, the raising of a fund for the defence, to which Mr. Winston Churchill subscribed, and the decision of Mr. Paget to put his free services at the disposal of the defence.

ANOTHER HONOUR FOR WILLIAM FAULKNER: The American Pullitzer Prize and Nobel Prize winner receiving the medal of the Legion of Honour from M. Lion Vass (right), the French Consul in New Orleans, where the presentation ceremony took place.

Mr. Lionel Barrymore, telling his life-story, and a good deal of the life-story of his fabulous family, announces to his collaborator, Mr. Cameron Shipp, that he winds up a pessimist. That is as maybe, and certainly his choice of quotation at the end of the book would seem to underline this (or isn't it unlucky to quote from *Macbeth* in American stage circles?). But nevertheless, the main effect of WE BARRYMORES (Peter Davies. 12s. 6d.) is one of immense vitality, both on and off stage, and a hunger and thirst for living that few optimists could equal.

These memoirs, in spite of Mr. L. Barrymore's declaration of gloom, are thoroughly entertaining and confidently to be recommended to anyone who takes a proper interest either in the American stage or American characters. Or perhaps I should write Characters.

Miss Ethel Waters is of the American stage too, and one of its most lambent stars, whether singing in that unforgettable voice or acting, as recently, in a decidedly intellectual play. Her autobiography, HIS EYE IS ON THE SPARROW (W. H. Allen. 12s. 6d.), has been written with considerable candour, and with the help of Mr. Charles Samuels. It is in parts hair-raising—"At thirteen I was married, and at fourteen I was separated and on my own"—in parts sentimental in a way one associates with revivalist meetings, and wholly absorbing.

OCCUPATION: WRITER (Cassell. 12s. 6d.) should be the excellent title for an autobiography but, in fact, it indicates a collection of rather heterogeneous material, published and unpublished, by Mr. Robert Graves. It includes, for instance, that unusual monograph, *Lars Porsena, or The Future of Swearing*, and *Colonel Blimp's Ancestors*, which was written during the war and prompted, says the author, by the uneasy feeling that the British Army still contained far too many pig-headed officers. It is, all in all, a rich and diverting miscellany which may edify or surprise those readers who up till now had only known Mr. Graves' work through his Roman novels.

Miss Monica Dickens is a writer too, though she has tried out several other occupations as strenuous sidelines. MY TURN TO MAKE THE TEA (Michael Joseph. 10s. 6d.) tells us (or does it?) of some months spent on a provincial paper, and it is occasionally witty, always good-humoured and often brilliant with flashes of observation. There is no doubt about the aptitude of *this* title, by the way. Thinking about the book and thinking back in my own experience, I cannot find one that could have fitted better.

Mr. Bruce Belfrage's autobiography, ONE MAN IN HIS TIME (Hodder and Stoughton. 12s. 6d.), recalls that suave voice announcing the nine o'clock news in the days when radio officials were required to make themselves known. His book, which is as revealing of the B.B.C. as it is of himself, has moments of charm and humour and is written in a style as smooth and bland as a dish of the very best custard, without that sweet's insipidity. Mr. Belfrage has had a good deal of variety in his life, both on and off the stage and studio floor, and tells us of it here with commendable liveliness.

Some New Publications

THE NEW YORKER'S 25th ANNIVERSARY ALBUM (Hamish Hamilton. 30s.) *contains* 1,000 *drawings and cartoons published between* 1925-50.

Two new books on Britain, both published by Robert Hale, are **LANCASHIRE LANDSCAPE** (16s.) (*Discoveries South of the Ribble*), *by Jessica Lofthouse, and* **ARRAN, With Camera and Sketchbook** (18s.), *by V. A. Firsoff.*

PRIDE AND PREJUDICE (9s. 6d.) *is the second novel by Jane Austen to appear in a Macdonald Classics Edition.*

A new English version of Emile Zola's **THE DRAM SHOP (L'ASSOMMOIR)** (Hamish Hamilton. 15s.) *is by Gerard Hopkins.*

IF IT DIE (Martin Secker and Warburg. 15s.), *translated by Dorothy Bussy, is another volume in the Standard Edition of the works of André Gide.*

The two first volumes of Men and Books, a series of Literary Biographies, published by Longmans Green at 10s. 6d., *are* **JOSEPH CONRAD**, *by Oliver Warner, and* **BERNARD SHAW**, *by A. C. Ward.*

DOSTOIEVSKY (Arthur Barker. 8s. 6d.), *by C. M. Woodhouse, is a further edition in the European Novelists Series.*

Three additions to the Faber Gallery, published at 9s. 6d., *are* **GOYA** (1746-1828), *with an introduction and notes by Rodrigo Moynihan;* **STANLEY SPENCER Resurrection Pictures** (1945-1950), *with notes by the artist and an introduction by R. H. Wilenski; and* **LONDON'S RIVER**, *an anthology by John Rothenstein and Vincent Turner.*

LANSBURY

The Man of Poplar as Revealed by His Son-in-Law

The life of the late George Lansbury spanned eighty-one years, and when he died in 1940, in the crisis days of the war, this ardent, widely beloved worker for peace, who actually made a journey in 1937 to plead for a world settlement with Hitler and Mussolini, was known to millions as a fatherly figure of great integrity who had helped to foster the Labour cause through its decades of parliamentary development. His earlier and more local fame, when he fought for the suffragettes with such zeal and fought poverty with even more unflagging determination, when he went to gaol with the rest of the Poplar Council because he and his fellow-Councillors refused to levy rates on account of the borough's poverty, was, perhaps, temporarily overshadowed by the events of his later years. In THE LIFE OF GEORGE LANSBURY (Longmans. 21s.), Raymond Postgate, Lansbury's son-in-law, has attempted to put this long career, with all its varied facets, in a true perspective, and from these pages, written with obvious affection and pride, but not always eulogistically, there emerges the great-hearted fighter who was the peer of Keir Hardie and old John Burns; a brilliant administrator locally, and (so far as he was allowed) nationally; a man of keen observation who could deal with opponents with cunning and with friends with tact; a man of strong, almost violent passions which were held in check and directed by a very firm will and by no less firm principles. Lansbury was his own most severe critic, particularly when he felt he had shown weakness, pride, or love of popularity, and some of his letters reveal this aspect of his maturity. Neither was he blind to the faults of others, for all his air of paternalism, and in a letter to Sir Stafford Cripps in 1932 he refers to his old leader Ramsay MacDonald as "a terrible mixture of vanity, cowardice and utter lack of principle." Altogether George Lansbury was a most lively many-sided personality, and the only tragedy was that he did not live on to see more of the things he fought for recorded upon the Statute Book. At his death, indeed, half his Borough of Poplar was laid in ruins by the Luftwaffe, and of his own house in Bow Road nothing was left but a doorway and a door. His best memorial, perhaps, is the new Poplar that is rising to-day.

The 42-ft. gaff-headed cutter *Karin III*, a fat little old lady as a member of her five-man crew described her, crossed the Atlantic under sail in the spring of 1950 from Poole, Dorset, to New York, covering a distance of 5,600 miles in seventy-two days and riding out a great gale in the Bay of Biscay and more storms in the South Atlantic. Then she turned her bows eastward, taking part first in the Newport-Bermuda yacht race, and after that tackling the Atlantic race from Bermuda to Plymouth Sound. No record could be more full of incident, but, sad to relate, the author, Mr. G. C. L. Payne, misses his opportunity. He lacks the *Kon Tiki* touch, and only here and there do we catch the excitement of his journeyings in his book OUT OF POOLE (John Murray. 12s. 6d.). Too often the reader is bogged down by a welter of nautical detail, data which we might well be spared in a volume so slender and which in its first chapter promises so exceedingly well.

George Farwell has written a fine account of inland Australia in his new book LAND OF MIRAGE (Cassell. 15s.). He is an enthusiast for the great outback, believing that man has gone far towards creating his own spiritual desert in the cities, and in these wide open spaces he discovers many human associations and much else that is infinitely worth while.

Arthur Bryant, historian and essayist, and expert in particular upon the age of Pepys and upon the period of the Napoleonic Wars, has brought together about twenty of his essays in a new volume entitled HISTORIAN'S HOLIDAY (Collins. 21s.). Most of the essays have appeared in *The Illustrated London News* and the volume is dedicated to Sir Bruce Ingram, for more than fifty years the editor of that journal.

Two new illustrated volumes from the same publishing house are Fred H. Crossley's TIMBER BUILDING IN ENGLAND (Batsford. 30s.) and L. T. C. Rolt's THE THAMES FROM MOUTH TO SOURCE (Batsford. 21s.). Mr. Crossley's book is of special importance for the story of the carpenter and his work upon the construction of dwellings and religious buildings has never been considered as a whole, nor has its importance in the evolution of the architecture of our Islands been estimated and considered. Mr. Rolt's book is also a pioneer effort, as it is the first in modern times to illustrate the whole course of the Thames by reproductions in colour

Louis Bromfield, a novelist with a big popular following, is no less skilful in handling a more weighty theme, and in OUT OF THE EARTH (Cassell. 15s.) he tells of the New Agriculture and of the incredible world which has opened up with the scientific discoveries of the past few years. Mr. Bromfield has the gift of making the reader share his own sense of excitement about the earth and all that grows out of it.

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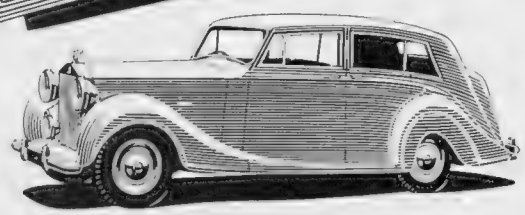

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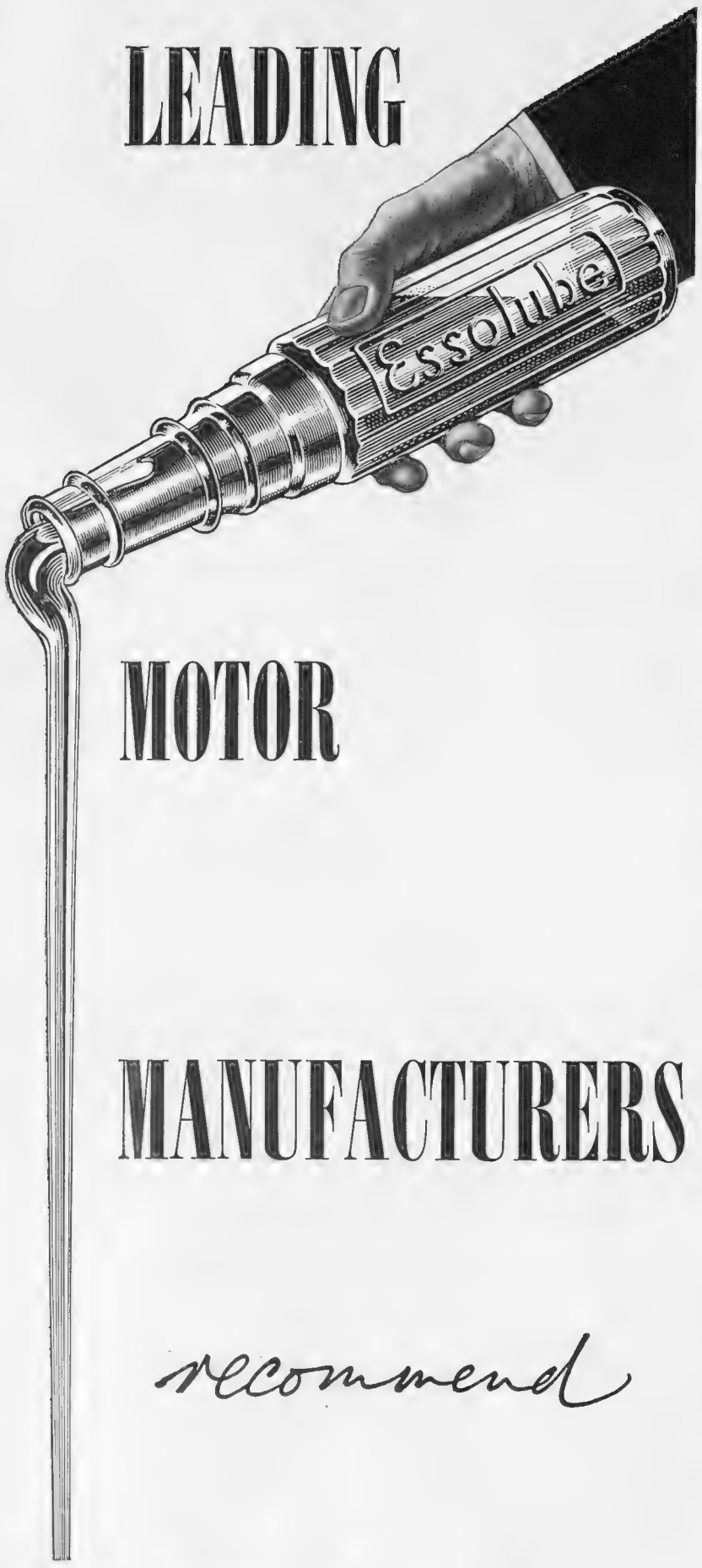

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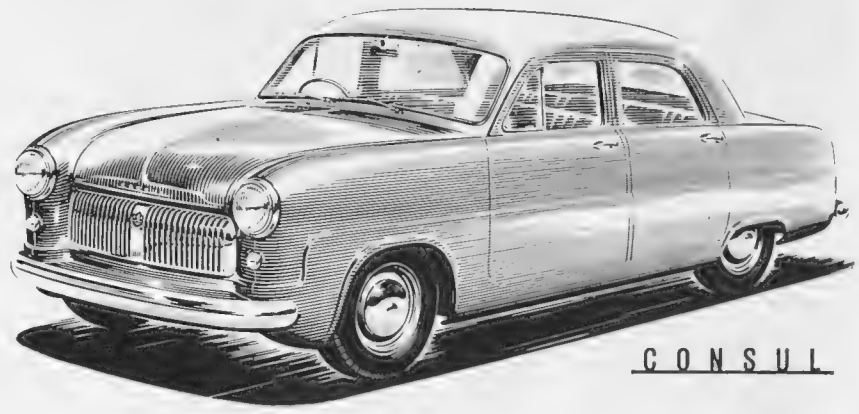

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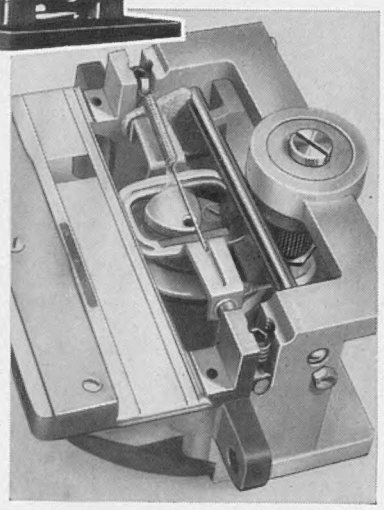

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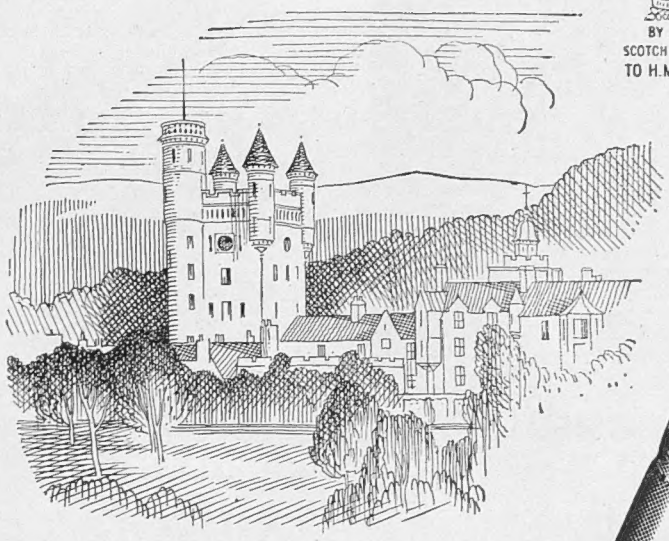

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